BFI-69(2) Winchester Br. (O'Xing)        1953

#4061

BFI-69(2)

8

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 16, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4061 | 20-Final | Peter Kiewit Sons' Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 18842 | R-132220 | $ 47,772.75 | 9/16/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: **Aug. 31, 1955**

Time Extensions: **None**

Completion Date: **Aug. 10, 1955**

Date Accepted: **Sept. 22, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 13 1955
FOR FILING

BF 1-69 (2)
4061

September 12, 1955

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 4061 for constructing Winchester Bridge on the Pacific Highway in Douglas County was completed by the contractor, Peter Kiewit Sons' Co., on August 10, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $47,772.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $645,855.26 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Dawson & Peek, Inc.
Artic Bldg.
Seattle 4, Wash.

C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

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BPI-69(2)
4061 406

5562

ASSIGN

Date: **December 14, 1954** No. 5562 By WCW

Description: **Southern Pacific Company Bill No. 431463 in the amount of $262.09 for cost of labor and material in connection with highway overhead at Winchester, Oregon (6 copies)**

Acknowledged by____ Referred to **Gardner** ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Bill being processed for payment.

PLEASE RETURN TO W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Executed__________ Report Received__________

RECEIVED
NOV 16 1954
FOR FILING

BFI - 69(2)

4061

5496

## ASSIGNMENT

Date: **November 12, 1954** No. 5496 By wcw

Description: **Bill No. 432798 (6 copies) for labor and material in connection with highway overhead at Winchester. Bill No. 432796 for labor and material on same project (6 copies).**

Acknowledged by_____ Referred to **Gardner** ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Bill being processed for payment CAG

PLEASE RETURN TO
W. C. WILLIAMS

Executed Retd. 11-15-54 AMC Report Received__________

RECEIVED
AUG 4 - 1954
FOR FILING

BF1-69(2)

4061

5247

## ASSIGNMENT

Date: **August 2, 1954** No. 5247 By wcw

Description: **Southern Pacific Company Bill No. 430359 in the amount of $141.80 for cost of labor and material in connection with highway overhead, Winchester**

Acknowledged by____ Referred to **Gardner** ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Bill being processed for payment cag

PLEASE RETURN TO
W. C. WILLIAMS

NO
W. C. WILLIAMS

Executed Ret'd 8-3-54 mc Report Received________

1183

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue

Project No. BFI-69(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 12th day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 15th day of October, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred thirty-four thousand and 00/100 dollars ($434,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

1188

State **Oregon**

**Federal Aid Bond Issue**

Project No. **BFI-69(2)**

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954,
by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 12th day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 15th day of October, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred thirty-four thousand and 00/100 dollars ($434,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 2292+54 in the NE 1/4, Section 25, T. 26 S., R. 6 W., W.M., and survey station 2308+91 in the SE 1/4 of said Section 25, without exception,** length **0.310** miles, in **Douglas** County, being **Oregon Federal Aid / Bond Issue** project No. **BFI-69(2)**, consisting of **0.000** miles of roadway and **one** bridge of more than 20 feet clear span, **0.310** of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
APR 27 1954
DIVISION 8

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

**Article IV.** The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred thirty-four thousand and 00/100 dollars ($434,000.00), which does not exceed the authorized Federal pro rata share of seven hundred thousand, six hundred sixty-seven and 00/100 dollars ($700,667.00), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1954, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

**Article VI.** The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting Division Engineer,
*Bureau of Public Roads.*

MAR 1954

RECEIVED MAY 4 1954 OREGON DISTRICT

MAR 10 1954 OREG

REC APR 27 1954 DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. FI-69 (2)

## NORTH UMPQUA RIVER (WINCHESTER) BRIDGE

## ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code X332
Winchester Bridge (Sta. 2292+54 to Sta. 2308+91)(Contract No. 4061)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 55,000.00 |
| 2,400 | cu. yds. | Structural Excavation | $ 5.00 | 12,000.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 20.00 | 200.00 |
| 3,980 | cu. yds. | Class "A" Concrete | 55.00 | 218,900.00 |
| 960,000 | lbs. | Metal Reinforcement | 0.12 | 115,200.00 |
| 270,000 | lbs. | Structural Carbon Steel | 0.24 | 64,800.00 |
| 560,000 | lbs. | Structural Low Alloy Steel | 0.24 | 134,400.00 |
| 3,290 | lin. ft. | Metal Rail | 11.00 | 36,190.00 |
| 80 | lin. ft. | 6-inch Metal Drain Pipe | 3.50 | 280.00 |
| | | | Subtotal | $636,970.00 |
| | | | 10% Engr. & Cont. | 63,697.00 |
| | | | Total | $700,667.00 |

Length of Structure 0.310 mile

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $434,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 266,667.00 |
| | $700,667.00 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939, Chap. 491, laws 1951; Chap. 20, laws 1953
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. FI-69 (2)

## NORTH UMPQUA RIVER (WINCHESTER) BRIDGE

## ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 12, 1953

Type Code XIII
Winchester Bridge (Sta. 2292+56 to Sta. 2308+91)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 25,000.00 |
| 2,400 | cu. yds. | Structural Excavation | $ 8.00 | 19,200.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 3,980 | cu. yds. | Class "A" Concrete | 70.00 | 278,600.00 |
| 960,000 | lbs. | Metal Reinforcement | 0.115 | 110,400.00 |
| 270,000 | lbs. | Structural Carbon Steel | 0.24 | 64,800.00 |
| 560,000 | lbs. | Structural Low Alloy Steel | 0.25 | 140,000.00 |
| 3,290 | lin. ft. | Metal Rail | 12.00 | 39,480.00 |
| 80 | lin. ft. | 6-inch Metal Drain Pipe | 3.00 | 240.00 |

| | |
|---|---|
| Subtotal | $677,870.00 |
| 10% Engr. & Cont. | 67,787.00 |
| Total | $745,657.00 |

Length of Structure 0.310 miles

| | |
|---|---|
| Federal Funds | $435,000.00 |
| State Funds | 310,657.00 |
| | $745,657.00 |

FORM E-30 20M 9-51 52319

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

RAILROAD CROSSINGS
FILE NO. 126

Salem, Oregon
January 22, 1954

**SUBJECT:** Pux 90, Easement 21218
Winchester Overcrossing
Southern Pacific Company
Pacific Highway, Douglas County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you executed copy of construction agreement covering the Winchester Overcrossing on the Pacific Highway in Douglas County.

Copies of the agreement have been sent to W. C. Williams, G. S. Paxson, H. G. Smith, E. A. Collier and Tom Edwards.

The executed copy of the easement agreement on this overcrossing has been sent to Mr. Saling for recording and further handling.

Very truly yours,

J. W. DeSouza B

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

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DEC 18 1953
FOR FILING

[illegible]

4061

December 17, 1953

Peter Kiewit Sons' Co.
8th & Douglas
Longview, Washington

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4061, which was awarded to you on November 17, 1953 by the State Highway Commission, covering construction of the Winchester Bridge on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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DEC 30 1953
FOR FILING

AGENDA
DEC 10 1953

3a-4

EF1-69(2)

4061

November 17, 1953

Peter Kiewit Sons' Company
Box 491
Longview, Washington

Gentlemen:

The State Highway Commission on October 30th accepted your proposal for construction of a reinforced concrete and steel deck truss bridge over the North Umpqua River and the railroad tracks of the Southern Pacific Company near Winchester in Douglas County for the sum of $636,960.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way had been acquired and approval of the Bureau of Public Roads had been received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4061.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. H. Franzen
Mr. E. G. Smith
Mr. G. S. Paxson
Mr. S. E. Probert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

| | |
|---|---|
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

| | |
|---|---|
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
November 17, 1953
3:40 p.m.

Peter Kiewit Sons' Co.

Longview, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Winchester Bridge over North Umpqua River in Douglas County for which you submitted low bid on October 30. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

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FOR FILING

BFI-69(2)

4061

November 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Winchester Bridge
F.A.P. Oregon BFI-69(2)

On October 30, 1953, the State Highway Commission accepted the low bid of Peter Kiewit Sons' Company for the above project in the amount of $636,970, but withheld award of the contract until such time as certain matters in regard to right of way across the Southern Pacific tracks had been cleared up. These matters have been cleared up to the satisfaction of the Highway Engineer, and he now proposes to award the contract. May we have your concurrence in this award.

The contract date will be today, and the contract number will be 4061.

Copies of the agreement between the State and the railroad company and copies of the PUC order for the project have been furnished you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc G. S. Paxson

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FOR FILING
FORM E-30 25M 9-51 93316

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1953

SUBJECT: Pux 90 - Winchester Overcrossing Agreements
Southern Pacific Company
Pacific Highway, Douglas County

To:
Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement covering the Winchester Overcrossing on the Pacific Highway in Douglas County.

The instruments have been examined by Mr. Paxson and Mr. Williams as to engineering features and have been recommended for approval as to legal form by Mr. Enfield and myself.

After execution by the State Highway Commission, please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. C. W. Enfield

FORM E-30 25M 9-51 92319

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1953

SUBJECT: Pux 90 - Winchester Overcrossing
Southern Pacific Company
Pacific Highway, Douglas County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. Tom Edwards (3)

NOTED
W. C. WILLIAMS

Gentlemen:

There is enclosed herewith copy of Public Utilities Commissioner's Order No. 32476, issued September 2, 1953, granting our application to cross over the tracks and right of way of Southern Pacific Company on the Pacific Highway at Winchester in Douglas County.

Very truly yours,

J. W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
1953

Pick 90

Order #32476

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2399

In the Matter of the Application of the State )
of Oregon, by and through its State Highway )
Commission, for authority to cross over the )
tracks and right of way of Southern Pacific )
Company at WINCHESTER on the Pacific Highway )
in the Southwest quarter of the Northeast )
quarter (SW¼ NE¼) of Section 25, Township )
26 South, Range 6 West, W.M., in Douglas ) ORDER
County, Oregon. )

The above entitled matter was duly heard at 2:00 P.M., on Tuesday, August 4, 1953, in the County Court House, Roseburg, Douglas County, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Robert L. May, Jr., Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Oregon State Highway Commission is engaged in the relocation and revision of a section of the Pacific Highway extending from a point north of Oakland to a point south of Roseburg, in Douglas County, Oregon. In connection therewith it will be necessary to cross the tracks and right of way of Southern Pacific Company near Winchester.

Because of the heavy traffic volume on the highway and the frequent train movements on the railroad, it is deemed necessary and desirable in the interests of public safety to effect the crossing by a separation of grades of highway and railroad, and carry the highway traffic over the tracks of the railroad company by means of an overcrossing structure. Application for authority to construct the overcrossing was filed by Oregon State Highway Commission on June 16, 1953.

Evidence was adduced in behalf of parties as above set forth, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The estimated daily traffic at the proposed crossing, upon completion thereof, will be 4,000 vehicles per day with anticipated normal annual increases. An average of twelve trains per day are presently moving over the railroad at this location.

The overcrossing structure, which will also cross the North Umpqua River at this point, will be 1,612 feet in length and will intersect the railroad at an angle of 39 degrees 28 minutes. Because of favorable conditions of terrain, the roadway will be approximately at level grade, descending 0.184 per cent towards the south.

The proposed construction will provide adequate clearance for the railroad tracks running beneath the structure upon completion, but during the construction period the necessary erection of falsework will impair the horizontal clearance by approximately one foot, and authorization for this impairment to standard clearances is requested.

By agreement between Oregon State Highway Commission and Southern Pacific Company, Oregon State Highway Commission will bear all costs of construction and future maintenance of the overcrossing structure, and will reimburse the railroad company for all expenses incurred in connection with work performed, safeguarding its interests and protecting railroad operations.

From the foregoing it is concluded that the crossing of Southern Pacific Company's tracks and right of way by the relocated Pacific Highway at this location will, in the interests of public safety, be best effected by means of an overcrossing structure, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company at Winchester on the Pacific Highway in the Southwest

Quarter of the Northeast Quarter of Section 25, Township 26 South, Range 6 West, Willamette Meridian, in Douglas County, Oregon, is granted; and it is further

ORDERED that the structure be constructed in a good and workmanlike manner, in accordance with accepted construction practices and with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that all costs incidental to the construction of the overcrossing shall be borne by Oregon State Highway Commission, including those costs incurred by Southern Pacific Company in providing watchman and flagman services, removing and reinstalling right of way fences, altering signal and communication lines and in making any other changes in railroad facilities and for furnishing any materials made necessary by the construction which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that any impairment to the standard horizontal clearance for railroad tracks as set forth in P.S.C. Oregon Order No. 99 which may be caused by the erection of falsework or by other construction procedure is hereby authorized during the period of construction; and it is further

ORDERED that, upon completion, all costs of future maintenance of the structure shall be borne by Oregon State Highway Commission, and all costs of maintenance of the railroad tracks and its facilities which lie beneath the structure shall be borne by Southern Pacific Company; and it is further

ORDERED that the designation C-578.0-A be assigned to the structure as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 2nd day of September, 1953.

CHAS. H. HEITZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM K-30 25M 8-51 52315

Corr.
Grade Xings
Gen

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 6, 1953
Salem, Oregon

SUBJECT: PUX 90 - Winchester Overcrossing

To: MEMORANDUM TO FILE:

NOTED
W. C. WILLIAMS

Hearing on the above matter was held before C. E. Jaqua sitting as Public Utilities Commissioner Examiner in Roseburg on Tuesday, August 4, 1953.

The petition filed by the State Highway Commission had stated in paragraph VIII that there would be no impairment of horizontal or vertical clearances during construction. In discussing the matter with Mr. P. M. Stephenson, Assistant Bridge Engineer, prior to the hearing, I was advised by Mr. Stephenson that it would be necessary to obtain authorization from the Public Utilities Commissioner for an impaired horizontal clearance to seven feet six inches on each side of the centerline of the Southern Pacific tracks. Upon the hearing, therefore, it was moved that the petition be amended to request an order authorizing impaired horizontal clearance. There being no objection from the Southern Pacific Company the motion was allowed.

Mr. P. M. Stephenson was placed on the stand to testify regarding the proposed overcrossing structure and Mr. Joe Gately was placed on the stand to testify regarding anticipated traffic volume.

The Southern Pacific Company, represented by Mr. Ed Graham, attorney, presented no testimony or evidence.

There is no reason to believe that an order in accordance with the petition will not be forthcoming.

ROBERT L. MAY, JR.
Assistant Attorney

RLM:jfw
cc: Messrs. C. W. Enfield
W. C. Williams
G. S. Paxson
H. G. Smith

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project MFI-69(2), North Umpqua River (Winchester) Bridge on the Pacific Highway.

This is to authorize your advertising for bids.

Approval of P. S. & E and authorization for advertising are given, subject to your making necessary corrections on the plans, including any which may be required by the railroad company. Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

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FOR FILING

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1953

SUBJECT: Pux 90 - Winchester Overcrossing
Pux 91 - Shady Overcrossing
Douglas County, Pacific Highway

To: Mr. W. C. Williams
Asst. State Highway Engineer
OFFICE

Dear Mr. Williams:

Hearings before the Public Utilities Commissioner have been set for Tuesday, August 4th at 2:00 o'clock p.m. at the Douglas County Court House in Roseburg, Oregon, for the following matters:

> Pux 90 - Application of the State Highway Commission for authority to cross over the tracks and right of way of Southern Pacific Company at Winchester on the Pacific Highway.
>
> Pux 91 - Application of the State Highway Commission for authority to cross over the tracks and right of way of Southern Pacific Company at Shady on the Pacific Highway.

It will be appreciated if Mr. Paxson, or someone from his office, may be made available to testify regarding the structure, and if Mr. Smith or someone from his office may be made available to testify regarding the general nature of the construction project, and if Mr. Crandall or someone from his office may be made available to testify regarding the estimated traffic.

Very truly yours,

Robert L. May, Jr.

ROBERT L. MAY, Jr.
Assistant Attorney

RLM:mb

cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. B. Crandall

[illegible] [illegible] [illegible] 1953

[illegible]

F-129(15) Terrebonne (Overcrossing 1953

4062

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[illegible]
4662

file

SO[illegible], PORTLAND AND SEATTLE RAILWAY [illegible]ANY

1101 N. W. Hoyt Street, Portland 7, Oregon

C
O
P
Y

December 30, 1954

File DA-810-2-TB B-3422

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

(Mr Pap[illegible] letters)

Please refer to your letters dated December 7, 1954 regarding billing for all work in connection with the Terrebonne Overcrossing and Wilkesboro Grade Separation projects.

The bill numbers shown in your letter comprise the complete billing for the Terrebonne Overcrossing project. Our bill S-11655 in addition to bill numbers shown in your letter comprise the complete billing for the Wilkesboro Grade Separation projects.

Yours truly,

(sgd) S. W. Albertson

Comptroller

[illegible]
to Mr Pap[illegible]

183 (15)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 12, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4062 | Est. 5-Final | C. P. Patterson | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23145 | R-208317 | $ 4,565.27 | 11/10/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Oct. 31, 1954

Time Extensions: none

Completion Date: July 16, 1954

Date Accepted: Aug. 9, 1954

Penalties: none

Claims: none

Remarks:

---

Date: 11-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

11-15-54, gf

Warrant Mailed: [illegible]
Ruth Rawlings

RECEIVED
OCT 28 1954
FOR FILING

BF - 123 (.5)
11

October 27, 1954

George C. Bottoms, Mgr.
U.S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State highway contract No. 4062 for work performed on the Terrebonne Section of the The Dalles-California Highway in Deschutes County was completed by the contractor, C. . Patterson, on July 16, 1954 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $4,565.27 will be released to the contractor on or after November 6, 1954. The total contract amount is $44,357.27 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Fidelity & Guaranty Co.
Karl H. Doerre
201 Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

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JUN 1 0 1954
FOR FILING

[illegible]

4062

June 4, 1954

Mr. C. P. Patterson
Post Office Box 6
Redmond, Oregon

Dear Sir:

Your letter of June 1 protesting the opening of the Terrebonne Overcrossing under Contract 4062 is being forwarded to the State Highway Engineer for his information and such action as is necessary.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:mm
cc: R. H. Baldock

NOTED
H. B. GLAISYER

R

RECEIVED
JUN 10 1954
FOR FILING

SF-1-3(1)

4062

June 4, 1954

Mr. C. P. Patterson
Post Office Box 6
Redmond, Oregon

Dear Sir:

Your letter of June 1 protesting the opening of the Terrebonne Overcrossing under Contract 4062 is being forwarded to the State Highway Engineer for his information and such action as is necessary.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:mm
cc: R. H. Baldock

NOTED
H. B. GLAISYER

REMODELING
CABINETS

POSTOFFICE BOX 6
PHONE 465

C. P. PATTERSON
*Building*
RESIDENTIAL - INDUSTRIAL - COMMERCIAL
REDMOND, OREGON

June 1, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Terrebonne Overcrossing
Contract 4062

I hereby wish to make written protest to the State Highway Commission, confirming my oral protest to Mr. M. W. Moore, Resident Engineer, against the opening of the above-cited overcrossing to regular traffic prior to the completion of the structure.

It had been our plan of procedure, prior to this opening, to use our truck on the deck of the overcrossing in the process of removing the falsework from beneath the bridge. Naturally, this method is now impossible.

It also appears evident that the workmen will be slowed down in the finishing of the hand rails.

On the basis thereof, I intend to file a claim against the State Highway Commission for the additional cost incurred because of the opening of the overcrossing to traffic prior to its completion.

Yours very truly,

C. P. Patterson

C. P. Patterson

CPP:sw
cc: Mr. M. W. Moore
Resident Engineer
State Highway Commission
Bend, Oregon

RECEIVED
JUN 3 1954
OREGON
STATE HIGHWAY COMMISSION

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DEC 18 1953
FOR FILING

[illegible]

4062

December 17, 1953

C. P. Patterson, Contractor
P. O. Box 6
Redmond, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4062, which was awarded to you on November 11, 1953 by the State Highway Commission, covering the Terrebonne Overcrossing on The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC [illegible] 3
FOR FILING

AGENDA
DEC 10 1953

November 17, 1953

Mr. C. P. Patterson
Box 6
Redmond, Oregon

Dear Sir:

The State Highway Commission on October 30th accepted your proposal for construction of a 200-foot reinforced concrete structure over the tracks of the Oregon Trunk Railway on The Dalles-California Highway near Terrebonne in Deschutes County for the sum of $45,440.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way had been acquired and approval of the Bureau of Public Roads had been received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4062.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. J. M. Franzen
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. S. H. Probert
Mrs. Goldie Lewis

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 17, 1953
3:35 p.m.

Mr. C. P. Patterson

Redmond, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Terrebonne Overcrossing on The Dalles-California Highway in Deschutes County.for which you submitted low bid on October 30. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

---

The contract date will be today, and the contract number will be 4062.

Copies of the PUC order and plans approved by the railroad company have been furnished you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc G. S. Paxson

RECEIVED
[illegible] 1953
FOR FILING

4062

November 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Terrebonne Overcrossing
F.A.P. Oregon BF-123(15)

On October 30, 1953, the State Highway Commission accepted the low bid of C. F. Patterson of Redmond for the above project in the amount of $45,440, but withheld award of the contract until such time as certain matters in regard to right of way across the Oregon Trunk Railway tracks had been cleared up. These matters have been cleared up to the satisfaction of the Highway Engineer, and he now proposes to award the contract. May we have your concurrence in this award.

The contract date will be today, and the contract number will be 4062.

Copies of the PUC order and plans approved by the railroad company have been furnished you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc G. S. Paxson

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FORM E 30 25M 9-51 92328
E 7-12[illegible] ([illegible])
[illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1953

SUBJECT: Pux 93 - Crooked River Overcrossing
Oregon Trunk Railway
The Dalles-California Highway
Deschutes County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (2)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. W. E. Chandler (2)
Mr. H. G. Smith (3)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32635, issued November 4, 1953, covering overcrossing of the Oregon Trunk Railway on the revised location of The Dalles-California Highway approximately 1.25 miles south of Crooked River in Deschutes County.

Very truly yours,

J. W. De Souza B.

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

Order #32635

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2411

RECEIVED
NOV 5 1953
LEGAL DEP'T.

In the Matter of the Application of the State )
of Oregon, by and through its State Highway )
Commission, for authority to cross over the )
tracks and right of way of Oregon Trunk Rail- )
way on the revised location of The Dalles- )
California Highway approximately 1.25 miles )
south of CROOKED RIVER in the Southwest )
quarter of the Southwest quarter of the )
Southeast quarter (SW¼SW¼SE¼) of Section 4, )
Township 14 South, Range 13 East, W.M., in ) ORDER
Deschutes County, Oregon. )

The above entitled matter was duly heard on October 20, 1953, at 2:30 P.M., in the Deschutes County Court House, Bend, Oregon, before David Don, Chief Engineer, and C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
Robert L. May, Jr., Assistant Counsel, Salem, Oregon
Representing Oregon State Highway Commission

Carl F. Thomas, Chief Engineer, Portland, Oregon
Representing Oregon Trunk Railway

C. L. Allen, County Judge, Bend, Oregon
Representing Deschutes County

The Oregon State Highway Commission proposes the construction of a relocated section of The Dalles-California Highway extending from the highway crossing of Crooked River, in Crook County, to Terrebonne, in Deschutes County. In connection therewith, it will be necessary and desirable to cross over the right of way and tracks of Oregon Trunk Railway at Railroad Station 1225 plus 14.3 being approximately 24 miles north of Bend, Oregon. Application for this overcrossing was filed by Oregon State Highway Commission on August 24, 1953.

The overcrossing when constructed and the changes which will be made in a county road known as the Donley Road will permit the closing and abandonment of a grade crossing of the Donley Road carried in the Commissioner's Catalog of Railroad Crossings in the State of Oregon as No. 28T-126.9.

Subsequent to the date of application, changes were made in the elevation of the overcrossing structure which would permit increased height above top of rail.

At the time of hearing leave was requested to amend the application, and it was therefore amended in such a manner as to incorporate therein the above mentioned changes.

Evidence was adduced in behalf of parties as set forth above, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The construction of an overcrossing at this location is necessary and proper for the service, accommodation, and convenience of the public and of railroad operation in that a crossing at grade at this point would not be in the interest of safety either on the highway or on the railroad.

Based upon 1952 tabulations the estimated daily vehicular traffic on the highway at the proposed crossing upon completion will be 2,560 vehicles per day, with normal annual increases anticipated.

An average of 12 train movements per day are made over the crossing at the present time.

The highway approaching the crossing from the north is on an ascending grade of 4.342%, and from the south on an ascending grade of 1.74%, these grades being connected by a 2400-foot vertical curve.

The applicant proposes to bear all costs of construction of the overcrossing structure, and to reimburse railroad company for all necessary expenses incurred therewith such as revising the communication system, furnishing watchman and flagman services during construction, providing and installing guard rails along the railroad tracks where needed, moving and reinstalling right of way fences as may be necessary, and any other work which may be required, which are reimbursable under and not prohibited by the terms of General Administration Memorandum No. 299 issued by the

Public Roads Administration, and Amendments thereof and Supplements thereto.

The applicant also agrees to prepare plans and specifications, award contract or contracts for construction of the project, and supervise the construction thereof.

The applicant further agrees to maintain the overcrossing structure with its appurtenances and approaches after the completion of the project.

In its answer Oregon Trunk Railway objected to the minimum temporary vertical clearance which would obtain during construction. The amendment to the original application mentioned provides for an increased clearance which was satisfactory to the railroad company at time of hearing.

The closing of grade crossing No. 28T-126.9 and its abandonment after completion of the overcrossing was also made a condition of acceptance in railroad company's answer.

The answer of Deschutes County was not received and is not on record, but at time of hearing the representative of Deschutes County stated that the County was agreeable to the construction of the overcrossing structure, the closing of Crossing No. 28T-126.9 which is on a county road, and the construction of an approach roads to care for the vehicular traffic using this road.

From the foregoing it is concluded that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon Trunk Railway at this location as part of the relocated The Dalles-California Highway is in the interest of safety of both the users of the highway and the railroad, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Oregon Trunk Railway at the revised location of The Dalles-California Highway approximately 1.25 miles south of Crooked River, in the Southwest Quarter of the Southwest Quarter of the Southeast Quarter (SW$\frac{1}{4}$SW$\frac{1}{4}$SE$\frac{1}{4}$) of Section 4, Township 14 South, Range 13 East, Willamette Meridian, in Deschutes County, Oregon, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner, in general conformity with plans and profiles submitted with the application and revisions thereof accepted at time of hearing which are by this reference made a part hereof; and it is further

ORDERED that all costs of construction of the overcrossing structure be borne by Oregon State Highway Commission, and that the Oregon Trunk Railway be reimbursed for any expenses incurred in connection with construction as set forth in above findings which are reimbursable under and not prohibited by the terms of General Administrative Memorandum issued by the Public Roads Administration, and Amendments thereof and Supplements thereto, and which are covered by agreements which are now existing, or may be entered into, between Oregon State Highway Commission and Oregon Trunk Railway; and it is further

ORDERED that all costs of maintenance of the overcrossing structure shall be borne by Oregon State Highway Commission, and all costs of maintenance of railroad tracks beneath the structure shall be borne by Oregon Trunk Railway; and it is further

ORDERED that upon completion of the overcrossing structure, the revision of the county road and the building of approaches to the new highway, the grade crossing known as No. 28T-126.9, situated approximately 475 feet southwesterly from the intersection of centerlines of railroad and highway crossing, be closed and abandoned and barricaded in such a manner as to prevent vehicular crossing of railroad tracks; and it is further

ORDERED that the costs incidental to the closing and barricading of the county road crossing be borne by Oregon Trunk Railway; and it is further

ORDERED that upon completion of the overcrossing structure the designation 28T-127.0-A be assigned thereto as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 4th day of November, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

File

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project NF-123(15), Crooked River-Terrebonne Section (Overcrossing) of The Dalles-California Highway. This is to authorize your advertising for bids.

Approval of P. S. and E. and authorization for advertising are given subject to your receipt of a set of the plans, approved and signed by the railroad company and subject to your making necessary corrections on the plans, including any that may be required by the railroad company.

Concurrence in award of contract will be withheld pending formal approval of the plans by the railroad company and pending notification that all rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

October 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have not as yet obtained a formal permit of entry for construction of the Terrebonne Overcrossing of the Oregon Trunk Railway on US197. Consultations have been held with officials of the Railroad Company, and the proposed plans for the overcrossing are acceptable. As soon as routine matters are cleared the Railroad Company will issue a permit of entry. We request your approval of the advertising of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

FFI-131(15) Blackwell Hill-Seven Oaks 1953
Unit, Blackwell Hill-Medford
#4063 Sec. of the Pac. Hwy.

RECEIVED
NOV 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 4, 1955

| | | |
|---|---|---|
| BF1-131(15) | | |
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4063 4063 | 15 Post-Final | R. A. Heintz Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 22178 | B-135546 | $ 4,592.29 | 11/~~4~~3/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Oct. 31, 1954

Time Extensions: to Dec. 20, 1954

Completion Date: Dec. 20, 1954

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

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Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
OCT 27 1955
FOR FILING

BF1-3, (15)
4063

October 27, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

This is to inform you that the State Highway Commission has for immediate release a post-final payment for R. A. Heintz Construction Company in connection with contract No. 4063, covering the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

This post-final payment is in the amount of $4,592.29. The revised total contract amount is $542,970.75, of which amount $12,886.06 represents force account items.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 12 1955
FOR FILING

R.H. Baldock

NOTED
State Highway Engineer

October 10, 1955

Mr. Gene L. Brown
Attorney at Law
205-211 Wing Building
Grants Pass, Oregon

Re: State Highway Commission
v.
Earl Morris, et al.
L-2123 R-20779
Blackwell Hill-Seven Oaks
Section Pacific Highway

Dear Gene:

I have for reply your letter of September 6, 1955, and wish to apologise for not having been able to answer the same sooner. I believe that I have answers to all of your questions except for the one concerning the laying of tile on the right of way. We have been awaiting an answer from our resident engineer with respect to this matter, and as yet we have not received the same. It is my understanding, however, that one of our agents attempted to contact your clients in an effort to determine the location of the ditch you referred to, but found that both of your clients were on a trip East. It is my understanding that he then contacted your office and has now been informed that both Messrs. Earl and LaRue Morris have returned. He plans to contact them some time during the balance of this week, if at all possible.

With respect to your first question concerning whether or not the State Highway Department will permit your clients to prospect for tungsten, on the surface inside the right of way, I am sorry to say that we cannot permit such surface exploration. Mr. Robert L. May, Jr., our Assistant Counsel, has gone into this matter with Mr. Baldock and since we are constructing this highway to the standards of a "freeway" we believe that we owe the people of the state the duty of keeping the right of way clear from such type of mining or exploration. While you have indicated that your clients would be solely responsible for any damage, yet that question always involves a considerable number of other questions, which subsequently arise. The problem necessitates balancing the benefits to be gained by your clients against the best interests of the motoring public, and we have been forced to the conclusion that surface prospecting operations within the right of way of this highway, even for a temporary period, should not be allowed.

With respect to your tax problem, Mr. May has informed me that in presenting the proposed compromise settlement to the Commission he would be willing to recommend to the Commission that the sum of $5,000.00 be allocated to the value of the property taken, and $20,000.00 allocated to damages caused the defendants' remaining property.

With respect to the underpass, it is my understanding that it is a public road on public right of way and that your clients would have the right, along with the general public, to use said underpass for any lawful purpose. The underpass would, of course, be subject to the general laws of the state, as is any other road over which the State Highway Commission has jurisdiction and would be subject to ORS 483.532. This section of the code is not used by the State Highway Commission, except when necessary, and then only in order to prevent damage to the highways by overweight vehicles. I do not, therefore, believe that any problem should exist with respect to your clients' continued use of the undercrossing for farm machinery and equipment any more than a problem would exist on any other general highway throughout the State of Oregon.

I hope that this letter answers all of your questions, except for the one concerning the location of the tile inside the right of way, and I promise you that just as soon as we have some information from the field on that subject we will forward it to you.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
FRANK C. McKINNEY
Assistant Attorney

FCMc:aj
cc - Mr. R. H. Baldock
Mr. Robert L. May, Jr.

BF1-131 (15)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 10, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4063 | 14-Final | R. A. Heintz Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 11459 | R-124531 | $ 16,120.12 | 6/10/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Oct. 31, 1954

Time Extensions: to Dec. 20, 1954 without penalty

Completion Date: Dec. 20, 1954

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 6-13-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query

Warrant Mailed: [illegible]
Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 10 1955
FOR FILING

FORM E30—50M—10-54—79485
F-1-131 (15)
4-63

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

I hand to you herewith two copies of a letter from R. A. Heintz in which he complains about the excavation and haul quantities on the Blackwell Hill-Seven Oaks Section and lists 16 specific items of excavation which he contends was not paid for and 7 items of haul.

Will you please have this claim analyzed and give us a report.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.
cc: W. C. Williams

**R. A. HEINTZ CONSTRUCTION CO.**

*Highway and General Contractors*

PHONE: UKiah 2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

June 7, 1955

Mr. Forrest Cooper
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

Re: Final Estimate, Contract No. 4063
Blackwell Hill-Seven Oaks Unit

Dear Mr. Cooper:

Reference is made to final quantities on the Blackwell Hills-Seven Oaks Unit Contract No. 4063, Bid Items (No. 5) General Excavation, (No. 6) Short Overhaul, and (No. 7) Long Overhaul. We feel that in view of the additional materials excavated above quantities staked, either a mistake was made in the original quantities as shown on the plans or in the remeasure quantities. We should like to point out additional materials that were moved and ask that a recheck be made of the quantities involved in the following areas:

1. Construct special detour from Stations 232 + 50 to 235 + 00.
2. Borrowed between old and new highway, Stations 238 + 00 to 247 + 00.
3. Borrow from Right between Stations 301 + 00 to 307 + 00.
4. Unsuitable materials Left side (½ road way) between Stations 300 + 50 to 303 + 00 - one foot below subgrade.
5. Unsuitable materials between Stations 303 + 00 to 317 + 00 - 18" below subgrade.
6. Laid slope back and widened ditch section, Left side between Stations 303 + 00 to 317 + 00.
7. Unsuitable materials (½ road width) 4' deep on Left side between Stations 317 + 00 to 321 + 00.
8. Extended frontage road from Station 342 + 00 back to Station 330 + 50 Right side. From Station 330 + 50 to 341 + 00 Left side.
9. Construct special approach on frontage road Left, Station 330 + 50.
10. Unsuitable material from Stations 343 + 00 to 346 + 00 - below subgrade 1' deep.
11. Unsuitable material from Stations 375 + 50 to 378 + 00 - below subgrade 1' deep.

12. Unsuitable material from Stations 398 + 50 to 400 + 50 - below subgrade 18" deep.
13. Borrow from Right side, Station 438 + 00 to 448 + 00 LE Line.
14. Borrow from Left LN Line opposite Station 14 + 00.
15. Borrow from Left LN Line opposite Station 17 + 00.
16. Borrow waste materials from Seven Oaks - Medford Unit, Contract No. 4064. 2300 cubic yards hauled back onto Blackwell Hills job, Contract No. 4063.

As to the overhaul on the job, materials were balanced out in accordance with the plans except in the following instances:

1. Material planned to be moved from Station 382 + 40 back to Station 322 + 00 were actually taken from Station 310 + 00.
2. Materials from Station 388 + 70 were to balance at Station 430 + 90, however balance was made at Station 440 + 00.
3. Select topping for area from Station 232 + 50 to Station 279 + 00 was taken from borrow and excavation at Station 238 + 00.
4. Select topping for area from Station 279 + 00 to Station 301 + 00 came from cut at Station 290 + 00.
5. Select topping for Station 301 + 00 to Station 317 + 00 was pit run rock from Rogue River borrow.
6. Select topping for Station 317 + 00 to Station 356 + 00 came from Station 339 + 00 and from frontage road Left between Station 330 + 50 to Station 334 + 00.
7. Select topping for Station 356 + 00 to Station 437 + 62.9 came from cut at Station 385 + 00.

Very truly yours

R. A. HEINTZ CONSTRUCTION COMPANY

R A Heintz

R. A. Heintz

RAH:ch
cc: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

RECEIVED
MAY 27 1955
FOR FILING

[illegible]
4063

May 27, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4063 for work performed on the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County was completed by the contractor, R. A. Heintz Construction Co., on December 20, 1954 and was formally accepted by the Highway Commission on March 2, 1955.

Final payment in the amount of $16,120.12 will be released to the contractor on or after June 6, 1955. The total contract amount is $538,378.46 of which amount $11,015.39 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

5-27-55

RECEIVED
FEB 21 1955

FOR FILING

F1-1[illegible]

40

5670

February 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of February 14, I wish to advise that all of the shoulder oiling on the Blackwell Hill-Seven Oaks section has been done with the exception of a very minor amount of work at the Seven Oaks interchange.

It was impossible to do this work when the remaining shoulder oiling was placed, as some curbs and other minor items were not completed in time for suitable oiling weather. The small amount of work, which is estimated at less than $200, will be accomplished in the summer of 1955 in connection with the completion of the Seven Oaks-Medford project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC:jv  me

cc Mr. Forrest Cooper
   Mr. S. H. Probert

RECEIVED
FEB 21 1955

FOR FILING

CF1-1.1
[illegible]
40[illegible]

5670

February 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of February 14, I wish to advise that all of the shoulder oiling on the Blackwell Hill-Seven Oaks section has been done with the exception of a very minor amount of work at the Seven Oaks interchange.

It was impossible to do this work when the remaining shoulder oiling was placed, as some curbs and other minor items were not completed in time for suitable oiling weather. The small amount of work, which is estimated at less than $200, will be accomplished in the summer of 1955 in connection with the completion of the Seven Oaks-Medford project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC:jv me

cc Mr. Forrest Cooper
Mr. S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

February 14, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-131(15)
Blackwell Hill-Seven Oaks

Dear Sir:

Reference is made to your letter dated December 30, 1954 advising that work was completed on subject project, Contract No. 4063, on December 20, 1954.

During a recent field inspection it was noted that a portion of the shoulder oiling work remained to be performed. Before the project can be accepted, we will need to know what is proposed on the section in question.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FEB 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 31 1954
FOR FILING

December 30, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 20, 1954, on Contract No. 4063, Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section, in Jackson County, in connection with Federal Aid Project No. EFI-131 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

cc: John Cattrall

RECEIVED
FEB 3 1955
FOR FILING

BPI-121(?)
4[illegible]

February 2, 1955

[illegible] Reints Construction Co.
21[illegible] [illegible] Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 19, has under discussion your request for an extension of time from October 31, 1954 to July 1, 1955 within which to complete your contract No. [illegible]63, covering the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the Highway Commission granted your request to and including December 20, 1954, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible] Merrill
Resident Engineer

[illegible] Smith,
Construction Engineer

9

RECEIVED
JAN 27 1955
FOR FILING

BF I-131(15)
4063

January 26, 1955

C
O
P
Y

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Attention: Mr. E. H. Twietmeyer

Gentlemen:

As requested in your letter of January 19th we have listed below the payments due your company and the retained percentage withheld by us on four of your contracts as follows:

| | | |
|---|---|---|
| Contract No. 3881: | The retained percentage as of December 31, 1954. . . | $14,873.67 |
| Contract No. 4056: | Estimate No. 10, dated December 15, 1954 . . . . . . | 20,708.75 |
| | Retained percentage on hand. . . . . . . . . . . . . . | 47,459.55 |
| Contract No. 4063: | Estimate No. 13 SF for work to December 20, 1954 . . | 2,750.37 |
| | Estimate No. 12 A for work to December 10, 1954. . . | 17,703.02 |
| | Retained percentage . . . . . . . . . . . . . . . . . | 16,152.32 |
| Contract No. 4064: | Estimate No. 10 A for work to December 10, 1954. . . | 11,089.44 |
| | Retained percentage . . . . . . . . . . . . . . . . . | 14,583.07 |

These amounts were all in the custody of the Highway Department as of December 31, 1954.

Our records also show that on December 30, 1954, a check in the amount of $10,030.75 was mailed for Contract No. 4063, also, a check for 20,696.06 on Contract No. 4064 was mailed December 27, 1954. We are assuming that these checks were in your hands as of December 31, 1954.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

RECEIVED
JAN 24 1955
FOR FILING

BFI-131(15)
4...

January 21, 1955

REGISTERED MAIL

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. A. Heintz Construction Company on contract No. 4063 covering grading and paving on the Balckwell Hill-Seven Oaks Unit of the Blackwell Hill-Medford Section of Pacific Highway in Jackson County.

This payment in the amount of $2,750.37 will be released to contractor on or after January 31, 1955. The retained percentage is $16,152.32.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

McKoncaid
DC

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JAN 1 0 1955
FOR FILING

DFI-121(8)
4063

January 7, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 25
January 18-19 meeting

Gentlemen:

Herewith is a request from R. A. Heintz Construction Company for an extension of time on the Blackwell Hill-Seven Oaks Unit, Contract No. 4063, from October 31, 1954 to July 1, 1955.

This project was substantially completed and open to traffic prior to the specified completion date. A small amount of cleanup work and oiling of the shoulders at the Seven Oaks Interchange necessitated the overrun in time. This contract was actually completed on December 20, and I recommend the extension, to and including that date, without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS er

RECEIVED
JAN 5 - 1955
FOR FILING

[illegible]

January 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Blackwell Hill-Seven Oaks contract, No. 4063, Oregon BFI-131(15), from October 31, 1954 to December 20, 1954, to R. A. Heintz Construction Company, contractor.

This project was substantially completed and open to traffic prior to the specified completion date. A small amount of clean-up work and oiling of the shoulders at the Seven Oaks Interchange necessitated the overrun in time.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EAP:jv

cc H. G. Smith

ECEIVED
DEC 17 1954
FOR FILING

| |
|---|
| PFI-131(15) |
| |
| 4[illegible] |

December 16, 1954

The Travelers
Equitable Building
421 S. W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

Your letter of December 15, 1954 was received in todays mail asking the name of the construction company holding the construction contract in process on U. S. 99 near Central Point.

Our construction division informs us there are two separate contruction projects on U. S. 99 in the Central Point area; however, both of these are held by R. A. Heintz Construction Company with offices located at 211 N. E. Columbia Boulevard, Portland, Oregon.

Should you need additional information pertaining to your case please call on us.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

THE TRAVELERS

December 15, 1954

State Highway Department
Salem, Oregon

Re: 119-AD-32150 (133-R-743)
Maurice Hatfield
Glass loss 11-8-54

Attention: Mr. A. B. Glaisyer, Sec.

Gentlemen:

We would appreciate your advices as to the name of the construction company holding the contract for work in process on U. S. # 99 near Central Point, Oregon.

Enclosed is an envelope for your convenience in reply.

Very truly yours,

/s/ Wallace A. Johnson

Wallace A. Johnson
Claim Mgr.

WAJ:jh

enc.

RECEIVED

FOR FILING

FORM E-30X 37½ 3-54 73730

rFT-1311

4063

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1954

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

NOTED
W. C. WILLIAMS

In your letter to me dated November 1, 1954, it is suggested that an inspection be made of the Kendall bar (R 21137) to see if something could be done to stop the possible erosion of the Rogue River.

As a result of our investigation and study of the matter we do not feel that anything should be done at this time in an attempt to confine the Rogue. However, we will keep the matter in abeyance and should any action be indicated a recommendation will be made at that time.

Forrest Cooper
Ass't. Construction Engineer

FC:ps
cc: W. C. Williams ✓
Tom Edwards

RECEIVED
FORM E-30 25M 9-51 52316
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1954

SUBJECT:

To:

Mr. Forrest Cooper
Assistant Construction Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Cooper:

Mr. Frank Towle in the course of performing some work in the Gold Hill area observed a matter which I think should be brought to your attention inasmuch as it may well result in litigation against the Highway Department at some future date.

Under right of way file R 21137 we acquired a gravel pit and haul road from Harriett Lee Kendall for use in construction of the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, and we have removed quantities of material from the northwesterly corner of this property immediately southerly of the Rogue River, digging a pit approximately 12 to 16 feet deep, leaving an earth embankment between the pit and the river approximately 8 feet wide at the top. The top of this bank is approximately 2½ feet above the present water level of the Rogue River, and it is entirely probable that at flood time or at the time of spring freshets the river may well wash away this bank, flooding our pit, with the water continuing in a westerly direction and flooding the road and otherwise damage property lying adjacent to and westerly of the Kendall gravel pit. Just from observing the map it appears that our activity might in the future result in some change in the course of the river in this immediate area, and we would, of course, be subject to inverse condemnation suits. Mr. Frank Towle advises that he thinks the abutting owner, whose property is principally endangered, is a man by the name of Leverette, and it seems that Mr. Leverette is watching this situation very closely, looking toward the possibility of suing in the event any damage arises.

I suggest you have someone inspect this area and see if there is any corrective action needed.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams

Form E-1—10M

3PI-131(15)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Blackwell Hill - Seven Oaks Unit
Blackwell Hill - Medford Section

For Week Ending 6 Nov 54, 19

Highway Pacific

Kind of work grading, paving

Contractor R A Heintz Construction

Section prefix 15-1034

Date of contract 11 Dec 53, 19

Contract number 4063

Date work started 9 Nov 53, 19

Date of completion 31 Oct 54, 19

Estimated date of completion 30 May 55, 19

Project authorization $ 610,894.13

Exclusive of Engineering $ 567,452.77

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 554,500

Per cent of contract completed, based on total contract price 99 %

Engineering authorization $ 43,441

Engineering cost to date $ 38,000, 87 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Warren Northwest, Inc ran out of asphalt last Saturday, so the paving on L/W Line, Sta 450 to 466 was not completed until Monday. A driveway crew constructed AC approaches, Sta 453 to 461.

Raised AC markers were constructed at interchange, Sta 441 to 461.

Fifty sight posts were installed at various places to complete sight posts for entire length of the project. These sight posts have not been painted by State Forces.

| | station | plans | final |
|---|---|---|---|
| excavation | 232+50-466 | 392,554 | 384,255 |
| embankment<br>(includes selected subgrade material) | 232+50-466 | 358,964 | 362,408 |

NOTED

FORREST COOPER

NOTED

B. A. MARTIN

RECEIVED
NOV 3 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed W B Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

|  | GRADING | sel rdbd top | oil shldrs | 3/4-0 mat | PAVING |
|---|---|---|---|---|---|
| Miles in project | 4.34 |  | 4.34 |  | K3 4.34 |
| Miles partially completed |  |  | - |  |  |
| Miles completed | 4.34 |  |  |  | 4.34 |
| Total estimated quantities | 385,500 | 72,600 |  | 15,500 | 19,300 |
| Estimated quantities moved or placed to date | 385,500 | 72,600 |  | 15,200 | 19,300 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  | 1 |
| Hours per shift | 8 |  |  |  | 10 |
| Average force on project for week | 7 |  |  |  | 40 |

Percentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers 1, Sheep-foot rollers ........., trucks 8, AC. plant 1, .........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair |  |  |
| Monday | fair |  |  |
| Tuesday | fair |  |  |
| Wednesday | cloudy |  |  |
| Thursday | cloudy |  |  |
| Friday | fair |  |  |
| Saturday |  |  |  |

FORM E-90X 37½ 3-54 73790

BFI-131(15)

4 13

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between R. A. Heintz Construction Company and the Newport Construction Company covering the crushing of materials in Items 32 to 37, inclusive, on the Blackwell Hill-Seven Oaks Contract No. 4063, Oregon BFI-131 (15), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

FORM E-30X 37½ 3-54 73750

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between R. A. Heintz Construction Company and Warren Northwest, Inc. covering the placing of Items 32, 33 and 36 to 40, inclusive, on the Blackwell Hill-Seven Oaks Contract No. 4063, Oregon BFI-131(15), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

28 I-121 (15)

4063

June 3, 1954

NOTED
State Highway Engineer

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: State Highway Commission
v.
Earl W. Morris, et al.
L 2123 (R 20799)
Blackwell Hill-Seven Oaks Section
Pacific Highway

Gentlemen:

Enclosed herewith is an editorial written by Mr. E. C. Ferguson, Managing Editor of the Medford Mail Tribune, which editorial appeared in this paper on Wednesday, May 26, 1954.

The Morris property referred to in this editorial is the subject matter of a condemnation case and consists of 22.79 acres comprising a strip of land 250 feet to 285 feet in width, and approximately 3,850 feet in length, being a portion of a 798-acre ranch.

Mr. Morris is strongly opposed to this acquisition and has been from the start, and considers his damages to be much greater than that indicated by our appraisals. We have offered the sum of $19,103.00 based upon appraisals secured by the State, and Mr. Morris has consistently demanded $60,000.00.

I am bringing this editorial to your attention merely to apprise you of this type of problem that we occasionally face in the trial of condemnation cases, wherein the property owners, through sympathetic appeal to or friendship of editors or writers for newspapers, attempt to influence prospective jurors throughout the county by molding public opinion in advance of the trial, which can greatly influence the verdict that eventually will be rendered by the jury.

FORM [illegible] REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

PFI-131 (15)

4063

June 3, 1954

NOTED
State Highway Engineer

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: State Highway Commission
v.
Earl W. Morris, et al.
L 2123 (R 20799)
Blackwell Hill-Seven Oaks Section
Pacific Highway

Gentlemen:

Enclosed herewith is an editorial written by Mr. E. C. Ferguson, Managing Editor of the Medford Mail Tribune, which editorial appeared in this paper on Wednesday, May 28, 1954.

The Morris property referred to in this editorial is the subject matter of a condemnation case and consists of 22.79 acres comprising a strip of land 250 feet to 285 feet in width, and approximately 3,850 feet in length, being a portion of a 798-acre ranch.

Mr. Morris is strongly opposed to this acquisition and has been from the start, and considers his damages to be much greater than that indicated by our appraisals. We have offered the sum of $19,103.00 based upon appraisals secured by the State, and Mr. Morris has consistently demanded $60,000.00.

I am bringing this editorial to your attention merely to apprise you of this type of problem that we occasionally face in the trial of condemnation cases, wherein the property owners, through sympathetic appeal to or friendship of editors or writers for newspapers, attempt to influence prospective jurors throughout the county by molding public opinion in advance of the trial, which can greatly influence the verdict that eventually will be rendered by the jury.

What Mr. Ferguson says in his editorial may be completely true in every respect, and I am not one who would ever encourage muzzling the press, even if such could be accomplished in the fringe areas of the Constitution; however, I do think that newspapers in Oregon occasionally abuse the right of freedom of the press by the publication of uncalled for editorials or news comments which appear to be an obvious attempt to try a lawsuit in the newspapers prior to its trial in the courts.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock
Frank C. McKinney
Don Morlin

**MEDFORD MAIL TRIBUNE**

"Everybody in Southern Oregon Reads The Mail Tribune"

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# *Progress Has Its Price*

A cartoon in the current New Yorker shows a suburban home with moving van men at the door hastily loading the furniture while a highway construction crew in the background with bulldozers, huge trucks and other equipment, moves ominously nearer uprooting trees and shrubs and moving dirt in all directions.

The picture is meant to be humorous, as the home owner shouts to the van men to: "Hurry up! Here it comes." But those who have been forced to move their homes or to vacate them to make way for road-builders will undoubtedly fail to see anything funny about the hapless homeowner's situation.

• • • • •

THE necessity for construction of new roads, changing existing routes, widening and otherwise improving travel arteries has become more pressing particularly here in the west, as auto traffic has grown by leaps and bounds. The work has caused many inconveniences, however, and in some cases downright hardship for property owners.

Even where dwellings are not involved, the coming of highway crews quite often brings changes in long familiar and cherished landscapes which those living in the vicinity find hard to accept.

One such case in point is the changing of Highway 99 over Blackwell Hill north of Medford. The state highway commission has selected a new route with easier grades and absence of the abrupt curves which mark the present road. But in making the improvements the surveyors chose a route which detracts considerably from the beauty of Hidden Valley ranch. The property, which belongs to the Morris family, lies between two long ridges on the southern slope of the hill and before the coming of the new highway was one of the most delightful pastoral scenes in the Rogue River valley, almost completely hidden from all sides. Now, the long and somewhat narrow pastureland is divided lengthwise by the right-of-way, with the encircling ridges sloping down close to what is left of the grassy meadows.

• • • • •

NO ONE would wish to stay the march of progress but the changes which often accompany progress sometimes bring with them dislocations and alterations which are hard to accept. E.C.F.

CEIVED
FOR FILING

Salem, Oregon
May 27, 1954

Mr. Tom Edwards

Further considering the facts as set forth in your letter of May 20, I am withdrawing my recommendation that property under File No. 20793, Blackwell Hill-Seven Oaks Section, be sold, at least until such time as the new highway is completed and opened to traffic.

Whether or not further consideration should be given to the sale of the property after that time will be a matter for future determination.

W. C. Williams

WCW:me

cc Mr. C. W. Parker

FORM E-30 25M 9-51 82915

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 20, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: W. C. Williams
Deputy State Highway Engineer

Dear Sir

I have your letter under date of May 18 concerning File No. 20793, Blackwell Hill-Seven Oaks Section, concerning a recommendation regarding sale of a remnant of an entire taking adjacent to the county road crossing under the freeway at this point. In making my recommendation against sale, I wish to advise that it was not an arbitrary or capricious recommendation. I based it on the following facts:

1. There has been considerable residential development adjacent to the old Pacific Highway on the northerly slope of Blackwell Hill. This is evidenced by the right of way map indicating a cafe directly opposite the intersection and at time of survey a second cafe a little further north.

2. The construction with the establishment of the junction shown will in my opinion tend to concentrate and jell this development.

3. We are experiencing considerable difficulty with parking in and adjacent to junctions of this type due to concentration of loggers who catch transporation at various points and leave their cars during days in the woods. Particular reference in this instance is to Glendale Junction, Powers Junction and Siuslaw Junction and several similar installations.

4. The Throughway Agreement negotiated with Jackson County requires that the State Highway Commission construct and thereafter maintain the frontal road connecting Folly Lane and the old Pacific Highway which is a part of the "Y" immediately adjacent to the property in question. The traffic may not be particularly heavy at this point but the situation could very well develop into one similar to that at the Siskiyou Secondary with the Green Springs Highway easterly from Ashland. The condition at that point is similar to this and is aggravated and made dangerous by building construction immediately adjacent to the right of way.

5. If any of the above conditions become troublesome the possible revision of the "Y" may be necessary, inasmuch as intercommunication between the old Pacific Highway and further residential areas which might develop adjacent to the county road westerly of this point will all filter through this junction.

In view of these facts, it is my best judgment that the property should be retained at least until the project is completed and the freeway opened. A review of the situation might well be in order approximately a year from this date.

Very truly yours

Edwards

Tom Edwards
Division Engineer

TE:ri

RECEIVED
MAY 25 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1954
FOR FILING

Salem, Oregon
May 18, 1954

Mr. Tom Edwards

I have made a review of the proposal to sell property under File 20793, Blackwell Hill-Seven Oaks Section, and in such review I note that you recommend the property not be sold.

I think your position relative to service stations, hot-dog stands, and other traffic impeding establishments is, in general, well taken, but, in this instance, I do not believe you have given proper consideration to the fact that the only access is to the old highway or the road leading under the highway and there is no connection whatsoever to the main Pacific Highway. I, therefore, somewhat question the need of retaining property which is valuable for sale purposes when there are no definite benefits being obtained.

I would appreciate your reviewing this matter, bearing in mind that I am not asking you to in any case recommend the sale of property that you do not feel properly is to the best interest of the state. May I have a report from you as to your review of this matter.

W. C. Williams

WCW:me

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FORM 5-30
FOR FILING

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**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1954
SUBJECT:

To:

Memo re the LaRue Morris property
Blackwell Hill-Seven Oaks

NOTED
W. C. WILLIAMS

This memo is written as a record involving a request from Mr. Morris that he be allowed to construct gates on our frontage roads which are being built on his property. This request has been turned down for the following reason.

The State has acquired excess property on both sides of the new freeway in the 340-350 station vicinity and if gates were allowed on this road they would, in effect, isolate this property and make it difficult for sale. It is probable that this is what Morris had in mind when he requested the gates and he is probably interested in acquiring some of this property.

Frontage roads that are constructed with public funds should be left open for unimpeded flow of travel.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
Tom Edwards
Legal Department
Right of Way Department

RECEIVED
APR 27 1954
STATE HIGHWAY ENGINEER

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BFI-131(15)
4

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between the R. A. Heintz Construction Company and Lockyear and White, Inc. covering Items 26 and 27 on the Blackwell Hill-Seven Oaks Contract No. 4063, Oregon BF-131(15), is approved and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

NOTED
State Highway Engineer

FORM E-230X 2M 5-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
TOM EDWARDS, DIVISION ENGINEER
ROSEBURG, OREGON

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

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[illegible]

R

March 29, 1954

NOTED
W. C. WILLIAMS

The California Oregon Power Co.
Medford, Oregon

Attention: Mr. F. A. Benish, District Manager

Dear Sir

I have at hand a bill prepared and submitted by your company for reimbursement for the cost of altering and rearranging your line "3" between Medford and Talent because of Highway 99 reconstruction.

The bill covers three items:

Item A - Being right of way costs
Item B - The cost to install or replace five anchored guys
Item C - Cost to replace pole No. D4424

We have had some discussion with your company with regard to Item A. Our Legal Division advises that this item is not collectable by your company.

Item B and Item C we reconize as legitimate charges and will pass them for payment if billed separately from Item A.

At an early date I anticipate being in Medford and will call you and discuss this matter with you at that time.

Very truly yours

Tom Edwards

Tom Edwards
Division Engineer

TE:ri

cc W. C. Williams
W. B. Merrill

RECEIVED
MAR 31 1954
OREGON
STATE HIGHWAY COMMISSION

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MAR 2 1954
FOR FILING

February 26, 1954

California-Oregon Power Company
Medford, Oregon

Gentlemen:

Mr. L. H. Young, Assistant Division Engineer, Roseburg, has asked me to write you concerning the Highway Department's acceptance of responsibility for future moves between Stations 234 and 257 on the Blackwell Hill-Seven Oaks Section where your line is being moved from private right of way to the edge of what would normally be the public right of way were it not for excess purchase beyond the normal right-of-way line over a portion of the distance, said pole line to vary from 125 to 126 feet from the new highway center line.

Whenever a pole occupies public right of way, the Commission requires the owner to move it whenever the right of way is necessary for road-building purposes, but, inasmuch as this case involves excess taking which would not be normally considered right of way, I see no objection to giving such a guarantee, and, in case you have to move any of your poles in the future from the agreed location, the Highway Department will reimburse you for the expense.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. H. G. Smith
Mr. L. H. Young

HGS: fp

C
O
P
Y

FORM E-30 25M 9-51 92315

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 23, 1954

SUBJECT: Moving of Power Poles
Blackwell Hill-Seven Oaks
Blackwell Hill-Medford Section
Pacific Highway

To: H. G. Smith
Construction Engineer

Dear Sir:

I recently met with officials of the COPCO regarding the moving of certain power lines on the subject named section and came to an agreement with them on who was to pay for what. In the course of the discussion I was asked about a case where COPCO is at present on private Right of Way and as a result of our requiring them to move, they establish their pole line on State Right of Way, whether we would accept the responsibility for future moves in this case.

They request that we write them a letter of assurance on this point. I am enclosing herewith a sketch map showing the location to which COPCO are moving their poles between Stations 234 and 257. Will your office arrange to have this letter of assurance written to COPCO.

Very truly yours,

Tom Edwards
Division Engineer

By

L. H. Young
Ass't. Div. Engr.

LHY:db
Encl.

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January 8, 1954

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission December 11, 1953, as follows:

Contract No. 4063, covering the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

Contract No. 4064, covering the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

A copy of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

encls.

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5936

January 4, 1954

Honorable Ben Day
Gold Hill, Oregon

Dear Sir:

I have your letter of December 28, 1953 regarding the Earl and La Rue Morris right-of-way matter on the Blackwell Hill-Seven Oaks Section, Right-of-way File 20799.

Referring to the matter of restrictions being placed on the use of the underpass to be constructed on right of way to be acquired from the Morrises, I wish to advise that a further study of the access problem involving properties lying southerly from the relocated highway indicate that the restrictions called for in the complaint, which was filed December 14, 1953, will be eliminated. This should remove the Morrises' objection regarding the use of the underpass.

We have carefully studied the request of the Morris brothers that a line change be introduced through their property and as a result of these studies have determined that the requested change would cost the State at least $7,500, with no compensating improvement of the highway facility, nor would it lead to an acceptable right-of-way settlement.

Competent appraisers have valued the Morrises' entire holdings from $42,000 to $50,000, which figure includes a residence which is not disturbed by the taking and which has been appraised at a figure in excess of $20,000. Morris's demand for the right of way at the time of negotiation was $60,000, which is $10,000 in excess of our highest appraisal for the entire holding.

In view of the wide discrepancy in ideas of values, the Highway Commission, after carefully studying all phases of this matter, was forced to condemn the property being taken for the highway improvement.

While of necessity the matter has been over simplified in this letter, I assure you that we have carefully studied all phases of the Morris right-of-way proposition and do not feel that it is in the best interests of the State to settle on their terms.

I am attaching a copy of a letter which was sent to Mr. Morris by me on December 29, 1953, which crossed your letter in the mail. As indicated by a footnote on the letter, I have instructed our Division Engineer, Mr. Edwards, to contact the Morrises on the property and explain any details which they might not understand.

I wish to thank you for your interest in this matter and want you to know that I appreciate the many courtesies you have shown me.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. Forrest Cooper

FC:js fp

RECEIVED
DEC 30 1953
FOR FILING

December 29, 1953

Mr. La Rue Morris
Box 373
Central Point, Oregon

Dear Sir:

This is in answer to your letter of December 22 regarding the relocation of the Pacific Highway through your property on the Blackwell Hill-Seven Oaks Section in Jackson County.

Our records indicate that the details of the relocation were explained to you on the ground by our Assistant Division Engineer, Mr. F. D. Morgan, and Right-of-way Agent, Mr. W. G. Stunts, on October 15, 1953, and that the matter was also discussed with you in considerable detail in the Salem office by our Assistant Construction Engineer, Mr. F. Cooper.

So that you may be fully informed, I am asking that our Division Engineer, Mr. Tom Edwards, contact you in the near future to explain the details and answer any questions that you may have.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards - While I realize that this matter has been gone into with considerable detail both in the field and in the Salem office with Mr. Morris, please arrange to contact him and answer his questions.

FC:js fp

BEN DAY
HOME ADDRESS:
GOLD HILL, OREGON

COMMITTEES:
CHAIRMAN: PUBLIC HEALTH
VICE CHAIRMAN: STATE AND FEDERAL AFFAIRS
MEMBER: AGRICULTURE
EDUCATION
PUBLIC WELFARE AND INSTITUTIONS

STATE OF OREGON
SENATE CHAMBER
SALEM

Dec. 28, 195~~1~~3

Hon. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Mr. LaRue Morris and Mr. Earl W. Morris have asked my help in their efforts to clarify problems which they have with the Highway Department concerning a right of way through their ranch . The file number is 20799.

The Morris brothers feel strongly that several problems concerning ~~concerning~~ the right of way could be easily solved if they could meet with some one of authority from the Department. One such problem is the restrictions which the Department wishes to put on their use of a proposed underpass as described in a letter from your legal department dated December 10. Also they desire a slight change in the placement of the right of way. They tell me that if this change were made it would be of benefit to their use of their remaining property and would not be detrimental to the highway.

Mr. LaRue Morris has made two trips to Salem on this matter and both times found that you and others of authority were out of town.

Some good might be accomplished if some one in authority could visit the Morris brothers and explain the needs of the Highway as it relates to their ranch. The Morris brothers would like to explain their own needs to some one qualified to make changes in the plans should such changes be found feasible.

I hope that my calling your attention to the above can be of mutual benefit to the Highway Department and the Morris brothers.

The improvement which the Highway Department made to the junction of the Sams Valley Road and Highway 234 has proved most successful. To my knowledge there has not been an accident since it was fixed! Quite a change from an average of better than one per week.

I am sure that I speak for all of the people in this area in expressing thanks to you and the Commissioners for such prompt and efficient correction of a bad situation.

Sincerely,

Ben Day

cc/ La Rue Morris.

1953

**ASSIGNMENT**

Date: Dec. 24, 1953 No. 5736 By RHB

Description: Letter 12-22-53 from La Rue Morris Central Point, about location of highway through her property.

Acknowledged by____ Referred to H. G. SMITH

_ Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.________
_ Contact correspondent and report
xx Please prepare an answer. We will have E Edwards see him.

Remarks:

Executed 12-28-53 hi Report Received________

---

Dec. 22, 1953

ask you as a land owner of the State
son from your Department to meet with
tting the State Highway through the
perty.
ns we are entitled to know what the
er what the Highway plans to do through
many changes. We have fifty-five head
of cattle and have had years of planing on our place yet you have not presented us with a plan or even tried to come to an agreement.

All we want is a member of your Department to meet with us. I have made two trips to Salem to try to see you and have tried to arrange a meeting but with no success.

My Father had been sick for the passed three months and were at his bed side most of the time. Father passed away Nov. 19Th. However we were always ready to cooperate with your Department in everyway. Yet we receive a Summons to appear in court.

We feel that the plans of the highway and what they are going to do through our property are still undecided. We only ask that a member of your Department meet with us and show us what you are planing to do on our property.

Sincerely

La Rue Morris

NOTED
FORREST COOP

1953

AFTER FIVE DAYS RETURN TO
La Rue Morris
Box 373
Central Point, Ore.

REFERRED TO
H. C. Gnott
Please prepare an answer. we will have Edwards see him.

REGISTERED
NO. 262

Dec. 22, 1953

like to ask you as a land owner of the State of Oregon that you send some person from your Department to meet with us and go over your plans for putting the State Highway through the Heart of our Ranch and Mining property.

Surely as Citizens we are entitled to know what the plans are and should have on paper what the Highway plans to do through our property, they have made so many changes. We have fifty-five head of cattle and have had years of planing on our place yet you have not presented us with a plan or even tried to come to an agreement.

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Sincerely

La Rue Morris

NOTED
FORREST COOP

RECEIVED
1953

Dec. 22, 1953

Mr. R.H. Baldock
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Baldock:

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**NOTED**
**FORREST COOP**

RECEIVED
1953

Sincerely

La Rue Morris

Dec. 22,1953

Mr. R.H. Baldock
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Baldock:

I would like to ask you as a land owner of the State of Oregon that you send some person from your Department to meet with us and go over your plans for putting the State Highway through the Heart of our Ranch and Mining property.

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Sincerely

La Rue Morris

NOTED
FORREST COOP

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BFI-131( )

4063

December 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 9, 1953 on Contract No. 4063, Blackwell-Seven Oaks Unit, Blackwell Hill-Medford Section in Jackson County, in connection with Federal Aid Project No. BFI-131 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

-DBP:sh

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT BFI-131(15)

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-131(15), Blackwell Hill-Seven Oaks Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 4063 to R. A. Heintz Construction Company of Portland, Oregon, low bidder in the total net amount of $925,903.80 on this project and Project BF-131(16) at the October 29, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

December 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Seven Oaks-Medford Section of the Pacific Highway in Jackson County, Project BFI-131 (16), to the R. A. Heintz Construction Co. of Portland, Oregon, on the basis of the bid of $399,886.80 submitted on October 29, 1953.

All rights of entry required for this contract are acquired.

The bid amount stated above is arrived at by subtracting from the gross bid of $404,205.80 a pro rata share ($4,319.00) for a lump sum reduction of $10,000 offered by the contractor to be allowed in the event he receives the awards of contracts for both the Blackwell Hill-Seven Oaks Project, BFI-131 (15), and the Seven Oaks-Medford Project, BFI-131 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

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BFI-13[illegible]

4063

BFI-131[illegible]

November 6, 1953

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County a fully executed copy of a Throughway Agreement between the State Highway Commission and Jackson County covering the Blackwell Hill-Seven Oaks Unit of the Pacific Highway in Jackson County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

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BFB 131(15)

MISC. CONTRACTS and
AGREEMENTS No. 1512

Salem, Oregon
November 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a Throughway Agreement with Jackson County covering the Blackwell Hill-Seven Oaks Unit of the Pacific Highway in Jackson County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Jackson County.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
Query
BY SECRETARY

To file

RECEIVED
NOV 5 1953
FOR FILING

November 4, 1953

R. A. Heintz Construction Company
611 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on October 30, 1953 accepted your combination bid in the amount of $9[illegible]5,903.80 grading and paving the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway and also grading and paving the Seven Oaks-Medford Unit of the same section of highway in Jackson County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence from the Bureau of Public Roads has been received and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

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Const
Fed Aid
Oregon Proj
F(1-131-15)

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 23, 1953

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

SUBJECT: Throughway Agreement with Jackson County.

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Herewith, you will find the original and five copies of the proposed agreement to be entered into by and between the State and Jackson County, relating to road closures, etc. in connection with the construction of the Blackwell Hill-Medford Section of the Pacific Highway (Blackwell Hill-Seven Oaks Unit), as a throughway.

This agreement was originally drawn by the County and City Relations Division, based upon an agreement form prepared by this office, and was submitted to this office for our approval. We have examined the same and made the necessary changes therein, and now find the same to be satisfactory.

You will note that two copies of the said agreement do not have the exhibits attached thereto. This will be done by the City and County Relations Division.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

Mr. Probert

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File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-131(15), Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

F-131(16) Seven Oaks-Medford Unit- 1953
Blackwell Hill-Medford Sec.
4064 of the Pac. Hwy.

| | | |
|---|---|---|
| Monthly transaction number<br>9-81 | 2A U.S. DEPARTMENT OF COMMER<br>BUREAU OF PUBLIC ROAL | Oregon |
| | | County<br>Jackson |
| Project report number<br>5 | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | Project number<br>EF-131(16) |

RECEIVED
SEP 24 1957
FOR FILING

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 27, 1954, is hereby modified as follows:

Revised estimated total cost of project $ 511,433.67

Revised Federal funds $ 317,088.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

| | | |
|---|---|---|
| Monthly ~~transaction number~~<br>9-81<br>RECEIVED<br>SEP 21 1957 | 2A<br>U.S. DEPARTMENT OF COMMER<br>BUREAU OF PUBLIC ROAL | Oregon |
| Project report number<br>FOR FILING<br>5 RF-131(16) | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>**Jackson**<br>Project number<br>**RF-131(16)** |

~~The Project~~ Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 27**, 19**54**, is hereby modified as follows:

Revised estimated total cost of project $ **511,433.67**

Revised Federal funds $ **317,088.00**

Other revisions - **None.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

**OREGON STATE HIGHWAY COMMISSION**
(Official name of Highway Department)

By Chas H Reynolds

**Chairman, State Highway Commission**
(Title)

By

**Member, State Highway Commission**
(Title)

By

**Member, State Highway Commission**
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Form PR 2 (Revised 1950)

118 1190

Federal Aid Bond Issue

State Oregon

Project No. BF-131(16)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 12th day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 14th day of October, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred sixty-nine thousand and 00/100 dollars ($269,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 466+00 in the NE 1/4, Section 33, T. 36 S., R. 2 W., W.M., and survey station 726+00 in the SE 1/4, Section 13, T. 37 S., R. 2 W., W.M., without exception,

, length 4.909 miles, in Jackson County, being Oregon Federal Aid / Bond Issue project No. BF-131(16), consisting of 4.896 miles of roadway and two bridges, each of more than 20 feet clear span, 0.013 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred sixty-nine thousand and 00/100 dollars ($269,000.00), which does not exceed the authorized Federal pro rata share of four hundred thirty-three thousand, nine hundred thirty-five and 48/100 dollars ($433,935.48), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939,

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

MAR 11 1954

Oregon State Highway Department

Federal Aid Project
No. EF-131 (16)

## SEVEN OAKS-MEDFORD SECTION

## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

### Outside City Limits of Central Point

Type Code 6201
Roadway (Sta. 466+00 to Sta. 555+14)(Sta. 602+44 to Sta. 726+00)
(Contract No. 4064)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (80%) | | $ 4,800.00 |
| 30 | sq. yds. | Removal of Pavement | $ 5.00 | 150.00 |
| 4 | only | Removal of Catch Basins | 25.00 | 100.00 |
| 800 | lin. ft. | Removal of Curbs | 0.25 | 200.00 |
| All Required | | Removal of Bridge | | 3,000.00 |
| 1,090 | cu. yds. | Structural Excavation, Unclassified | 2.25 | 2,452.50 |
| 460 | cu. yds. | Trench Excavation, Unclassified | 2.25 | 1,035.00 |
| 37,390 | cu. yds. | General Excavation, Unclassified | 0.65 | 24,303.50 |
| 4.01 | miles | Finishing Roadbed and Slopes | 1,000.00 | 4,010.00 |
| 150 | lin. ft. | 6-inch Sewer Pipe | 1.00 | 150.00 |
| 700 | lin. ft. | 12-inch Sewer Pipe | 1.50 | 1,050.00 |
| 900 | lin. ft. | 18-inch Sewer Pipe | 2.75 | 2,475.00 |
| 740 | lin. ft. | 12-inch Concrete Pipe | 1.70 | 1,258.00 |
| 1,520 | lin. ft. | 18-inch Concrete Pipe | 3.00 | 4,560.00 |
| 60 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 270.00 |
| 50 | lin. ft. | 24-inch Corrugated Metal Pipe | 7.00 | 350.00 |
| 180 | lin. ft. | 36-inch Corrugated Metal Pipe | 14.00 | 2,520.00 |
| 570 | lin. ft. | Salvaging Culvert Pipe | 2.50 | 1,425.00 |
| 12 | only | Concrete Catch Basins | 72.00 | 864.00 |
| 1 | only | Special Concrete Catch Basins | 175.00 | 175.00 |
| 2 | only | Concrete Manholes | 250.00 | 500.00 |
| 60 | cu. yds. | Concrete Curbs | 45.00 | 2,700.00 |
| 35 | cu. yds. | Class "A" Concrete | 52.00 | 1,820.00 |
| 4,000 | lbs. | Metal Reinforcement | 0.115 | 460.00 |
| 60,300 | cu. yds. | Selected Roadbed Topping | 0.40 | 24,120.00 |
| 177,000 | yd. mi. | Hauling Roadbed Topping | 0.115 | 20,355.00 |
| 10,800 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 24,084.00 |
| 1,500 | M-gal. | Sprinkling | 2.50 | 3,750.00 |
| 760 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 2,074.80 |
| 127 | tons | RC-3 Asphalt in Binder Course | 46.00 | 5,842.00 |
| 13 | tons | RS-1 Asphalt in Tack Coat | 48.00 | 624.00 |
| 21,900 | tons | Class "B" Asphaltic Concrete | 5.60 | 122,640.00 |
| 980 | cu. yds. | Aggregate in Shoulder Oiling | 3.23 | 3,165.40 |

| | | | | |
|---|---|---|---|---|
| 73 | tons | 150-200 Asphalt in Shoulder Oiling | $ 43.00 | $ 3,139.00 |
| 23 | tons | RS-1 Asphalt in Shoulder Oiling | 45.00 | 1,035.00 |
| 5,800 | lin. ft. | Asphaltic Concrete Traffic Markers | 1.00 | 5,800.00 |
| | | | Subtotal | $277,257.20 |
| | | | Lump Sum Reduction | 3,001.70 |
| | | | | $274,255.50 |
| | | | 10% Engr. & Cont. | 27,425.55 |
| | | | Total | $301,681.05 |

Type Code X028
Triple Box Culvert (Sta. 497+58.75 to Sta. 497+91.25)
(Contract. No. A064)

| | | | | |
|---|---|---|---|---|
| 110 | cu. yds. | Structural Excavation, Unclassified | $ 2.25 | $ 247.50 |
| 110 | cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 210 | cu. yds. | Class "A" Concrete | 52.00 | 10,920.00 |
| 31,000 | lbs. | Metal Reinforcement | 0.115 | 3,565.00 |
| | | | Subtotal | $ 14,804.00 |
| | | | Lump Sum Reduction | 159.80 |
| | | | | $ 14,644.20 |
| | | | 10% Engr. & Cont. | 1,464.42 |
| | | | Total | $ 16,108.62 |

| | |
|---|---|
| Length of Roadway | 4.004 miles |
| Length of Box Culvert | 0.006 mile |
| Total Length | 4.010 miles |
| Cost of Roadway per mile | $75,344.91 |

Inside City Limits of Central Point

Type Code 6201
Roadway (Sta. 555+14 to Sta. 602+44)(Contract No. A064)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 1,200.00 |
| 270 | sq. yds. | Removal of Pavement | $ 5.00 | 1,350.00 |
| 10 | only | Removal of Catch Basins | 25.00 | 250.00 |
| 600 | lin. ft. | Removal of Curbs | 0.25 | 150.00 |
| All Required | | Removal of Bridge | | 3,000.00 |
| 2,890 | cu. yds. | Structural Excavation, Unclassified | 2.25 | 6,502.50 |
| 9,890 | cu. yds. | General Excavation, Unclassified | 0.65 | 6,428.50 |
| 0.90 | mile | Finishing Roadbed and Slopes | 1,000.00 | 900.00 |
| 850 | lin. ft. | 8-inch Sewer Pipe | 1.00 | 850.00 |
| 1,100 | lin. ft. | 12-inch Sewer Pipe | 1.50 | 1,650.00 |
| 1,700 | lin. ft. | 15-inch Sewer Pipe | 2.25 | 3,825.00 |
| 2,300 | lin. ft. | 18-inch Sewer Pipe | 2.75 | 6,325.00 |

| | | | | |
|---|---|---|---|---|
| 80 | lin. ft. | 18-inch Concrete Pipe | $ 3.00 | $ 240.00 |
| 30 | lin. ft. | Salvaging Culvert Pipe | 2.50 | 75.00 |
| 22 | only | Concrete Catch Basins | 72.00 | 1,584.00 |
| 14 | only | Concrete Manholes | 250.00 | 3,500.00 |
| 10 | only | Adjustment of Manholes | 30.00 | 300.00 |
| 20 | only | Adjustment of Valve Boxes | 10.00 | 200.00 |
| 220 | cu. yds. | Concrete Curbs | 45.00 | 9,900.00 |
| 11,000 | cu. yds. | Selected Roadbed Topping | 0.40 | 4,400.00 |
| 23,000 | yd. mi. | Hauling Roadbed Topping | 0.115 | 2,645.00 |
| 1,600 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 3,568.00 |
| 300 | M-gal. | Sprinkling | 2.50 | 750.00 |
| 200 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 546.00 |
| 33 | tons | RC-3 Asphalt in Binder Course | 46.00 | 1,518.00 |
| 1 | ton | RS-1 Asphalt in Tack Coat | 48.00 | 48.00 |
| 5,100 | tons | Class "B" Asphaltic Concrete | 5.60 | 28,560.00 |
| 20 | cu. yds. | Aggregate in Shoulder Oiling | 3.23 | 64.60 |
| 2 | tons | 150-200 Asphalt in Shoulder Oiling | 43.00 | 86.00 |
| 1 | ton | RS-1 Asphalt in Shoulder Oiling | 45.00 | 45.00 |
| 700 | lin. ft. | Asphaltic Concrete Traffic Markers | 1.00 | 700.00 |
| | | | Subtotal | $ 91,160.60 |
| | | | Lump Sum Reduction | 989.00 |
| | | | | $ 90,171.60 |
| | | | 10% Engr. & Cont. | 9,017.16 |
| | | | Total | $ 99,188.76 |

Type Code X028
Double Box Culvert (Sta. 554+97.8 to Sta. 555+32.2)

| | | | | |
|---|---|---|---|---|
| 110 | cu. yds. | Structural Excavation, Unclassified | $ 2.25 | $ 247.50 |
| 110 | cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 225 | cu. yds. | Class "A" Concrete | 52.00 | 11,700.00 |
| 31,000 | lbs. | Metal Reinforcement | 0.115 | 3,565.00 |
| | | | Subtotal | $ 15,584.00 |
| | | | Lump Sum Reduction | 168.50 |
| | | | | $ 15,415.50 |
| | | | 10% Engr. & Cont. | 1,541.55 |
| | | | Total | $ 16,957.05 |

| | |
|---|---|
| Length of Roadway | 0.892 mile |
| Length of Box Culvert | 0.007 mile |
| Total Length | 0.899 mile |
| Cost of Roadway per mile | $111,198.16 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| **Outside City Limits of Central Point** | | | |
| Roadway | $301,681.05 | $187,014.00 | $114,667.05 |
| Box Culvert | 16,108.62 | 9,986.00 | 6,122.62 |
| **Inside City Limits of Central Point** | | | |
| Roadway | 99,188.76 | 61,488.00 | 37,700.76 |
| Box Culvert | 16,957.05 | 10,512.00 | 6,445.05 |
| | $433,935.48 | $269,000.00 | $164,935.48 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. FF-131 (16)

## SEVEN OAKS-MEDFORD SECTION

## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, October 13, 1953

### Outside City Limits of Central Point

Type Code 6201
Roadway (Sta. 466+00 to Sta. 497+[illegible].75) (Sta. 497+[illegible].25 to Sta. 555+14)
(Sta. 602+44 to Sta. 726+00)

58 91

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (80%) | | $ 3,200.00 |
| 30 | sq. yds. | Removal of Pavement | $ 1.50 | 45.00 |
| 4 | only | Removal of Catch Basins | 35.00 | 140.00 |
| 800 | lin. ft. | Removal of Curbs | 0.40 | 320.00 |
| All Required | | Removal of Bridge | | 2,500.00 |
| 1,090 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 3,270.00 |
| 460 | cu. yds. | Trench Excavation, Unclassified | 2.50 | 1,150.00 |
| 37,390 | cu. yds. | General Excavation, Unclassified | 0.65 | 24,303.50 |
| 4.01 | miles | Finishing Roadbed and Slopes | 800.00 | 3,208.00 |
| 150 | lin. ft. | 8-inch Sewer Pipe | 1.15 | 172.50 |
| 700 | lin. ft. | 12-inch Sewer Pipe | 1.75 | 1,225.00 |
| 900 | lin. ft. | 18-inch Sewer Pipe | 2.75 | 2,475.00 |
| 740 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 1,480.00 |
| 1,520 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 5,320.00 |
| 60 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 270.00 |
| 50 | lin. ft. | 24-inch Corrugated Metal Pipe | 5.75 | 287.50 |
| 180 | lin. ft. | 36-inch Corrugated Metal Pipe | 11.00 | 1,980.00 |
| 570 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,140.00 |
| 12 | only | Concrete Catch Basins | 75.00 | 900.00 |
| 1 | only | Special Concrete Catch Basins | 125.00 | 125.00 |
| 2 | only | Concrete Manholes | 250.00 | 500.00 |
| 60 | cu. yds. | Concrete Curbs | 45.00 | 2,700.00 |
| 35 | cu. yds. | Class "A" Concrete | 55.00 | 1,925.00 |
| 4,000 | lbs. | Metal Reinforcement | 0.13 | 520.00 |
| 60,300 | cu. yds. | Selected Roadbed Topping | 0.50 | 30,150.00 |
| 177,000 | yd. mi. | Hauling Roadbed Topping | 0.12 | 21,240.00 |
| 10,800 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 28,080.00 |
| 1,500 | M-gal. | Sprinkling | 2.50 | 3,750.00 |
| 760 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 2,660.00 |
| 127 | tons | RC-3 Asphalt in Binder Course | 43.00 | 5,461.00 |
| 13 | tons | RS-1 Asphalt in Tack Coat | 47.00 | 611.00 |
| 21,900 | tons | Class "B" Asphaltic Concrete | 5.75 | 125,925.00 |

| | | | | |
|---|---|---|---|---|
| 980 | cu. yds. | Aggregate in Shoulder Oiling | $ 3.75 | $ 3,675.00 |
| 73 | tons | 150-200 Asphalt in Shoulder Oiling | 41.00 | 2,993.00 |
| 23 | tons | RS-1 Asphalt in Shoulder Oiling | 45.00 | 1,035.00 |
| 5,800 | lin. ft. | Asphaltic Concrete Traffic Markers | 0.75 | 4,350.00 |
| | | | Subtotal | $289,086.50 |
| | | | 10% Engr. & Cont. | 28,908.65 |
| | | | Total | $317,995.15 |

58.75 91.22

**Type Code X028**
**Triple Box Culvert (Sta. 497+08.75 to Sta. 497+41.25)**

| | | | | |
|---|---|---|---|---|
| 110 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 330.00 |
| 110 | cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 210 | cu. yds. | Class "A" Concrete | 55.00 | 11,550.00 |
| 31,000 | lbs. | Metal Reinforcement | 0.13 | 4,030.00 |
| | | | Subtotal | $ 15,981.50 |
| | | | 10% Engr. & Cont. | 1,598.15 |
| | | | Total | $ 17,579.65 |

| | |
|---|---|
| Length of Roadway | 4.007 miles |
| Length of Box Culvert | 0.006 mile |
| Total Length | 4.013 miles |
| Cost of Roadway per mile | $79,359.90 |

## Inside City Limits of Central Point

32.50

**Type Code 6201**
**Roadway (Sta. [illegible] to Sta. [illegible])(Sta. 555+97.25 to Sta. 602+44)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 800.00 |
| 270 | sq. yds. | Removal of Pavement | $ 1.50 | 405.00 |
| 10 | each | Removal of Catch Basins | 35.00 | 350.00 |
| 600 | lin. ft. | Removal of Curbs | 0.40 | 240.00 |
| All Required | | Removal of Bridge | | 2,500.00 |
| 2,890 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 8,670.00 |
| 9,890 | cu. yds. | General Excavation, Unclassified | 0.65 | 6,428.50 |
| 0.90 | mile | Finishing Roadbed and Slopes | 800.00 | 720.00 |
| 850 | lin. ft. | 8-inch Sewer Pipe | 1.15 | 977.50 |
| 1,100 | lin. ft. | 12-inch Sewer Pipe | 1.75 | 1,925.00 |
| 1,700 | lin. ft. | 15-inch Sewer Pipe | 2.25 | 3,825.00 |
| 2,300 | lin. ft. | 18-inch Sewer Pipe | 2.75 | 6,325.00 |
| 80 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 280.00 |
| 30 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 60.00 |
| 22 | each | Concrete Catch Basins | 75.00 | 1,650.00 |
| 14 | each | Concrete Manholes | 250.00 | 3,500.00 |
| 10 | each | Adjustment of Manholes | 75.00 | 750.00 |
| 20 | each | Adjustment of Valve Boxes | 20.00 | 400.00 |
| 220 | cu. yds. | Concrete Curbs | 45.00 | 9,900.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 11,000 | cu. yds. | Selected Roadbed Topping | $ 0.50 | $ 5,500.00 |
| 23,000 | yd. mi. | Hauling Roadbed Topping | 0.12 | 2,760.00 |
| 1,600 | cu. yd. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 4,160.00 |
| 300 | M-gal. | Sprinkling | 2.50 | 750.00 |
| 200 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 700.00 |
| 33 | tons | RC-3 Asphalt in Binder Course | 43.00 | 1,419.00 |
| 1 | ton | RS-1 Asphalt in Tack Coat | 47.00 | 47.00 |
| 5,100 | tons | Class "B" Asphaltic Concrete | 5.75 | 29,325.00 |
| 20 | cu. yds. | Aggregate in Shoulder Oiling | 3.75 | 75.00 |
| 2 | tons | 150-200 Asphalt in Shoulder Oiling | 41.00 | 82.00 |
| 1 | ton | RS-1 Asphalt in Shoulder Oiling | 45.00 | 45.00 |
| 700 | lin. ft. | Asphaltic Concrete Traffic Markers | 0.75 | 525.00 |
|  |  |  | Subtotal | $ 95,094.00 |
|  |  |  | 10% Engr. & Cont. | 9,509.40 |
|  |  |  | Total | $104,603.40 |

554+92.8

**Type Code X028**
**Double Box Culvert (Sta. 555+36.25 to Sta. 555+57.75)**

|  |  |  |  |  |
|---|---|---|---|---|
| 110 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 330.00 |
| 110 | cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 155 | cu. yds. | Class "A" Concrete | 55.00 | 8,525.00 |
| 20,000 | lbs. | Metal Reinforcement | 0.13 | 2,600.00 |
|  |  |  | Subtotal | $ 11,526.50 |
|  |  |  | 10% Engr. & Cont. | 1,152.65 |
|  |  |  | Total | $ 12,679.15 |

|  |  |
|---|---|
| Length of Roadway | 0.892 mile |
| Length of Box Culvert | 0.004 mile |
| Total Length | 0.896 mile |
| Cost of Roadway per Mile | $117,268.38 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| **Outside City Limits of Central Point** |  |  |  |
| Roadway | $317,995.15 | $189,593.00 | $128,402.15 |
| Box Culvert | 17,579.65 | 10,481.00 | 7,098.65 |
| **Inside City Limits of Central Point** |  |  |  |
| Roadway | 104,603.40 | 62,366.00 | 42,237.40 |
| Box Culvert | 12,679.15 | 7,560.00 | 5,119.15 |
|  | $452,857.35 | $270,000.00 | $182,857.35 |

Oregon State Highway Department

Federal Aid Project
No. HF-131 (16)

## SEVEN OAKS-MEDFORD SECTION

## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications: not as a basis for project agreement.)

Salem, Oregon, October 15, 1953

### Outside City Limits of Central Point

Type Code 6201
Roadway (Sta. 466+00 to Sta. 555+14)(Sta 602+44 to Sta. 726+00)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (80%) | | $ 3,200.00 |
| 30 sq. yds. | Removal of Pavement | $ 1.50 | 45.00 |
| 4 only | Removal of Catch Basins | 35.00 | 140.00 |
| 800 lin. ft. | Removal of Curbs | 0.40 | 320.00 |
| All Required | Removal of Bridge | | 2,500.00 |
| 1,090 cu. yds. | Structural Excavation, Unclassified | 3.00 | 3,270.00 |
| 460 cu. yds. | Trench Excavation, Unclassified | 2.50 | 1,150.00 |
| 37,390 cu. yds. | General Excavation, Unclassified | 0.65 | 24,303.50 |
| 4.01 miles | Finishing Roadbed and Slopes | 800.00 | 3,208.00 |
| 150 lin. ft. | 8-Inch Sewer Pipe | 1.15 | 172.50 |
| 700 lin. ft. | 12-Inch Sewer Pipe | 1.75 | 1,225.00 |
| 900 lin. ft. | 18-Inch Sewer Pipe | 2.75 | 2,475.00 |
| 740 lin. ft. | 12-Inch Concrete Pipe | 2.00 | 1,480.00 |
| 1,520 lin. ft. | 18-Inch Concrete Pipe | 3.50 | 5,320.00 |
| 60 lin. ft. | 18-Inch Corrugated Metal Pipe | 4.50 | 270.00 |
| 50 lin. ft. | 24-Inch Corrugated Metal Pipe | 5.75 | 287.50 |
| 180 lin. ft. | 36-Inch Corrugated Metal Pipe | 11.00 | 1,980.00 |
| 570 lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,140.00 |
| 12 only | Concrete Catch Basins | 75.00 | 900.00 |
| 1 only | Special Concrete Catch Basins | 125.00 | 125.00 |
| 2 only | Concrete Manholes | 250.00 | 500.00 |
| 60 cu. yds. | Concrete Curbs | 45.00 | 2,700.00 |
| 35 cu. yds. | Class "A" Concrete | 55.00 | 1,925.00 |
| 4,000 lbs. | Metal Reinforcement | 0.13 | 520.00 |
| 60,300 cu. yds. | Selected Roadbed Topping | 0.50 | 30,150.00 |
| 177,000 yd. mi. | Hauling Roadbed Topping | 0.12 | 21,240.00 |
| 10,800 cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 28,080.00 |
| 1,500 M-gal | Sprinkling | 2.50 | 3,750.00 |
| 760 cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 2,660.00 |
| 127 Tons | RC-3 Asphalt in Binder Course | 43.00 | 5,461.00 |
| 13 Tons | RS-1 Asphalt in Tack Coat | 47.00 | 611.00 |
| 21,900 Tons | Class "B" Asphaltic Concrete | 5.75 | 125,925.00 |

| | | | |
|---|---|---|---|
| 980 cu. yds. | Aggregate in Shoulder Oiling | 3.75 | $ 3,675.00 |
| 73 tons | 150-200 Asphalt in Shoulder Oiling | 41.00 | 2,993.00 |
| 23 tons | RS-1 Asphalt in Shoulder Oiling | 45.00 | 1,035.00 |
| 5,800 lin. ft. | Asphaltic Concrete Traffic Markers | 0.75 | 4,350.00 |
| | Subtotal | | $289,086.50 |
| | 10% Eng. & Cont. | | 28,908.65 |
| | Total | | $317,995.15 |

Type Code A028
Triple Box Culvert (Sta. 497+58.75 Sta. 497+91.25)

| | | | |
|---|---|---|---|
| 110 cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 330.00 |
| 110 cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 210 cu. yds. | Class "A" Concrete | 55.00 | 11,550.00 |
| 31,000 lbs. | Metal Reinforcement | 0.13 | 4,030.00 |
| | Subtotal | | $15,981.50 |
| | 10% Engr. & Cont. | | 1,598.15 |
| | Total | | $17,579.65 |

Length of Roadway 4.004 Miles
Length of Box Culvert 0.006 Miles
Total Length 4.010 Miles
Cost of Roadway Per Mile $79,419.36

INSIDE CITY LIMITS OF CENTRAL POINT

Type Code 6201
Roadway (Sta. 555+14 to Sta. 602+44)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (20%) | | $ 800.00 |
| 270 sq. yds. | Removal of Pavement | $ 1.50 | 405.00 |
| 10 only | Removal of Catch Basins | 35.00 | 350.00 |
| 600 lin. ft. | Removal of Curbs | 0.40 | 240.00 |
| All Required | Removal of Bridge | | 2,500.00 |
| 2,890 cu. yds. | Structural Excavation, Unclassified | 3.00 | 8,670.00 |
| 9,890 cu. yds. | General Excavation, Unclassified | 0.65 | 6,428.50 |
| 0.90 mile | Finishing Roadbed and Slopes | 800.00 | 720.00 |
| 850 lin. ft. | 8-Inch Sewer Pipe | 1.15 | 977.50 |
| 1,100 lin. ft. | 12-Inch Sewer Pipe | 1.75 | 1,925.00 |
| 1,700 lin. ft. | 15-Inch Sewer Pipe | 2.25 | 3,825.00 |
| 2,300 lin. ft. | 18-Inch Sewer Pipe | 2.75 | 6,325.00 |
| 80 lin. ft. | 18-Inch Concrete Pipe | 3.50 | 280.00 |
| 30 lin. ft. | Salvaging Culvert Pipe | 2.00 | 60.00 |
| 22 only | Concrete Catch Basins | 75.00 | 1,650.00 |
| 14 only | Concrete Manholes | 250.00 | 3,500.00 |
| 10 only | Adjustment of Manholes | 75.00 | 750.00 |
| 20 only | Adjustment of Valve Boxes | 20.00 | 400.00 |
| 220 cu. yds. | Concrete Curbs | 45.00 | 9,900.00 |

| | | | |
|---|---|---|---|
| 11,000 cu. yds. | Selected Roadbed Topping | $ 0.50 | $ 5,500.00 |
| 23,000 yd. mi. | Hauling Roadbed Topping | 0.12 | 2,760.00 |
| 1,600 cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 4,160.00 |
| 300 M-gal | Sprinkling | 2.50 | 750.00 |
| 200 cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 700.00 |
| 33 tons | RC-3 Asphalt in Binder Course | 43.00 | 1,419.00 |
| 1 ton | RS-1 Asphalt in Tack Coat | 47.00 | 47.00 |
| 5,100 tons | Class "B" Asphaltic Concrete | 5.75 | 29,325.00 |
| 20 cu. yds. | Aggregate in Shoulder Oiling | 3.75 | 75.00 |
| 2 tons | 1$-200 Asphalt in Shoulder Oiling | 41.00 | 82.00 |
| 1 tons | RS-1 Asphalt in Shoulder Oiling | 45.00 | 45.00 |
| 700 lin. ft. | Asphaltic Concrete Traffic Markers | 0.75 | 525.00 |
| | | Subtotal | $95,094.00 |
| | | 10% Engr. & Cont. | 9,509.40 |
| | | Total | $104,603.40 |

Type Code X028
Double Box Culvert (Sta. 554+97.8 to Sta. 555+32.2)

| | | | |
|---|---|---|---|
| 110 cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 330.00 |
| 110 cu. yds. | General Excavation, Unclassified | 0.65 | 71.50 |
| 225 cu. yds. | Class "A" Concrete | 55.00 | 12,375.00 |
| 31,000 lbs | Metal Reinforcement | 0.13 | 4,030.00 |
| | | Subtotal | $16,806.50 |
| | | 10% Engr. & Cont. | 1,680.65 |
| | | Total | $18,487.15 |

| | |
|---|---|
| Length of Roadway | 0.892 Miles |
| Length of Box Culvert | 0.007 Miles |
| Total Length | 0.899 Miles |
| Cost of Roadway Per Mile | $117,268.36 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Outside City Limits of Central Point | | | |
| Roadway | $317,995.15 | $187,192.00 | $130,803.15 |
| Box Culvert | 17,579.65 | 10,349.00 | 7,230.65 |
| Inside City Limits of Central Point | | | |
| Roadway | $104,603.40 | 61,576.00 | 43,027.40 |
| Box Culvert | 18,487.15 | 10,883.00 | 7,604.15 |
| | $458,665.35 | $270,000.00 | $188,665.35 |

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
December 27, 1955

| (CONTRACT NO.) | | (EST. NO.) | (CONTRACTOR) |
|---|---|---|---|
| 4064 | AF-121(16) | 14-Final | R. A. Heintz Construction Co. |

| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
|---|---|---|---|
| 24817 | E-139185 | $ 14,181.92 | 12/27/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

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Specified completion Date: Oct. 31, 1954

Time Extensions: to July 1, 1955 with penalty

Completion Date: June 9, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record except a time extension penalty

Claims: None of record

Remarks:

---

Date: 12-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC [illegible]

Ruth Rawlings

RECEIVED
UU DEC 12 1955
FOR FILING

FORM E-30X 37½ 3-54 79730
[illegible]
[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1955

**SUBJECT:** Seven Oaks-Medford Unit,
Contract 4064

To: Forrest Cooper
Office

I am attaching herewith letter received from R. A. Heintz Construction Company in connection with Contract 4064.

R. A. Heintz has signed the final voucher, with qualifications regarding the $197.60. However, the final estimate is being processed for payment in the original amount of $14,881.92, as requested in the last paragraph of his letter.

C H Maison
C. H. Maison
Auditor

CHM:rh
Encl.
CC - W. C. Williams
C. W. Enfield
S. H. Probert

**R. A. HEINTZ CONSTRUCTION CO.**

*Highway and General Contractors*

PHONE: UKiah 2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

December 14, 1955

Oregon State Highway Department
Salem, Oregon

Subject: Seven Oaks-Medford Unit
Contract 4064

Gentlemen:

We are returning herewith final estimate No. 14 on the subject contract, which has been signed subject to the deletion of field inspection cost.

Exception is taken to the charge of $197.60 for field inspection cost shown as a deduction in our final estimate on Contract 4064 for the following reasons:

On November 18, 1953, request was made for the removal of power lines. The Power Company agreed to have the lines removed by January 10, 1954. On that date, an extension of time was discussed with the Power Company due to inclimate weather, and the said Power Company then agreed to have the power lines moved by February 15, 1954. The removal of the power lines, however, was not started until March 3, 1954 and was completed on May 18, 1954, or 154 days after the date of award of the contract.

The grading on the job could not be done until the utility poles were moved. Prior to the completion of the removal of the power lines, namely on April 1, 1954, the Irrigation District released water for irrigation purposes. This situation contributed a hardship and extra costs were borne, necessitating the renting of special equipment to handle the irrigation water. Had the utilities been removed as originally agreed by the Power Company, we would not have been put to the extra cost and delay. Accordingly, our delay in starting the work on this job was caused by conditions beyond our control.

R. A. HEINTZ

Another consideration which should be given is that the borrow pit for gravel was changed, involving an extra 194,200 cubic yard miles of haul. The gravel borrow also over-ran by 9,500 cubic yards.

Another item requiring additional time was the increase in the 18" sewer pipe on the job. This increase amounted to 5,400 lineal feet.

In spite of the above conditions, we executed the grading, utilities, surfacing and paving to completion by the completion date provided in the contract, but we were not permitted to oil the shoulders in the fall of 1954. We had every intention to fully complete our contract in 1954, including the shoulder oiling, but the date established by the Highway Department as being the date after which no oiling was permitted, prevented the job from being fully completed. Upon notification by the engineers in the spring of 1955, we moved back on the job, oiled the shoulders, and did the final clean up.

The oiling of the shoulders and clean-up work was completed prior to May 20, 1955, but the final estimate was not received for our signature until December 8, 1955. Your final estimate is in the amount of $14,881.92.

The foregoing reference to your delay in submitting final estimate has no connection with the field inspection costs of $197.60; however, we feel that we and our subcontractors have waited over the normal period of time for the return of our retainage.

Accordingly, in the event that there should be some delay in your arriving at a conclusion with reference to the charge of $197.60 for field inspection cost, we respectfully ask that the retainage held on the job be paid to us without delay, since we should like to record the receipt of such monies and to pay our subcontractors their share of such retainage prior to December 31, 1955.

Very truly yours

R. A. HEINTZ CONSTRUCTION COMPANY

R A Heintz

R. A. Heintz

RAH:eh

RECEIVED
DEC 13 1955
FOR FILING

EF-131 (1)
41 1

December 13, 1955

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4064 for work performed on the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County was completed by the contractor, R.A. Heintz Construction Co., on June 9 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $14,881.92 will be released to the contractor on or after December 23, 1955. The total contract amount is $502,393.64, of which amount $2,597.23 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-128 50M REVISED 2-
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 15 1955
FOR FILING

[illegible]
4064

November 10, 1955

Mr. Edward B. Branchfield
201-205 U.S. National Bank Building
Medford, Oregon

Re: File No. 21844
Cost of Moving Utility Lines
on City Streets

Dear Mr. Branchfield:

Mr. Enfield has requested me to write to you regarding the results of some of my research, and the conclusions reached, with reference to several questions involved in connection with the moving of COPCO facilities at Central Point and at Medford. I sincerely regret that, owing to hearings set by the Public Utilities Commissioner, I was absent both times you called at this office as I would very much have liked to have been present during the discussions.

This letter is not intended, in any sense, as being a brief on the various legal points involved, but I will endeavor to give you some of the results of study of the various questions.

With reference to the question of COPCO having secured some rights by adverse possession at Central Point, it appears from the information available that the poles originally were located in a dedicated public street. These were moved southwesterly toward the Southern Pacific Company's tracks, and relocated on property covered by easement from Southern Pacific Company to the State. A weekly report by W. H. Stewart, Resident Engineer, dated February 4, 1933, shows that COPCO was then engaged in moving its pole line from a point near Pine Street to a point near the south city limits. Negotiations with Southern Pacific Company for the easement in question began late in 1932, or early in 1933, and resulted in an easement agreement dated April 19, 1933. This, I believe, is the location regarding which it was felt that COPCO acquired some vested rights, but it is obvious that the necessary period for acquiring rights by adverse possession did not elapse, as there was only a matter of some two or three months between the time that the poles were placed on the private property of Southern Pacific Company and the formal execution of the easement agreement between the State and the Railroad. In any event the question would appear to be purely academic, as I understand that none of the poles recently moved were located on property covered by the easement from the railroad.

It was not clearly stated either by Mr. V. W. Hammond or Mr. J. A. McDougall, when in Mr. Baldock's office on last August 17, whether, or not, the overall claims for moving COPCO poles and facilities were based on the ordinance passed by the City of Central Point on May 12, 1948, but it has been assumed that any positive rights claimed were based upon this ordinance. Historically, it appears that the poles, which are the subject matter of the controversy, were placed long prior to 1948, as the billings from COPCO show the moving of poles 18 to 20 years old.

Assuming, without conceding, that some poles were installed after the 1948 ordinance, it is apparent, from the express language of Section 5 thereof, that the terms of the ordinance could be applicable only in the event of "the creation of future local improvement units or districts". It cannot be accepted that the State of Oregon, acting through its Highway Commission, is a local improvement unit or district.

With reference to the matter of compensation for overhang easements at Medford, your attention is directed to a letter to Mr. George M. Roberts, dated August 30, 1954, with which there was sent a copy of a communication to Mr. W. C. Williams, Deputy State Highway Engineer, dated March 19, 1954. In the letter to Mr. Williams the last paragraph on page 2 states that the section south of Ashland was taken over for maintenance during the 1921-1922 bienium. This was an error as it was the intent to refer to the section south of Medford.

In addition to general questions of law, and on the assumption that COPCO is the successor in interest of Condor Water and Power Company, please note the language in the order of Jackson County, dated March 2, 1904, specifically providing that the company should "change its poles and other fixtures on said highway upon their becoming a nuisance in the manner designated by #4748 of Billingers and Cotton's Annotated Codes and Statutes of Oregon".

The facts at Medford appear to be that COPCO under legislative franchise had been occupying the public way, and, as a means of greater enjoyment of the franchise, secured easements to overhang abutting private property by the pole crossarms. The State required the moving of the poles and has provided a new location for such poles within the widened right of way.

COPCO might have been required to place its lines underground, or to have moved them to another street or to an alley, and could not have been heard to complain regarding such requirement, so long as an alternate location for the poles was provided. An instructive case on this question is City of Macon v. Southern Bell Tel. & Tel. Co. 79 S.E. (2d) 265 (Ga. 1953).

From the cases hereinafter cited to you and to which you, no doubt, will give careful attention, it is my conclusion that when COPCO secured easements from private property for the overhang of crossarms, it did so for its own special use and benefit in order to get the greatest possible value out of the public franchise; that, in so doing, it ran the risk of a future movement of the pole lines which might destroy the value of the private easements, and under no circumstance could there have been, nor was there made any guarantee by the public by implication, or otherwise, that the pole line would be permitted to permanently remain in its then existing location. Technically, the easements still may be in existence, but COPCO will have to forgo the benefits of their beneficial use by reason of the fact that the poles no longer remain in their previous locations.

You mentioned to Mr. Enfield the possibility of COPCO acting under its previously acquired easements and placing its crossarms on the poles, as relocated, at such low elevations as to obstruct the highway. In this connection, your attention is called to the National Bureau of Standards Handbook H43, issued by the U.S. Department of Commerce, August 15, 1949, titled "Installation and Maintenance of Electric Supply and Communication Lines Safety Rules and Discussion" with special reference to the table on page 62. It is assumed that COPCO would in all respects conform to the safety standards as to vertical clearances which are as follows: Guy wires, 18 feet; 0 to 750 volts, 18 feet; 750 to 15,000 volts, 20 feet; 15,000 to 50,000 volts, 22 feet.

For your further study of the matter, I refer you to the following cases and authorities:

> New York Tunnel Authority v. Consolidated Edison Co., 68 N.E. 2d 445 (N.Y. 1946). (This appears to be a leading case as it is cited rather consistently as authority in subsequent cases.)
>
> City of Macon v. Southern Bell Tel. & Tel. Co., 79 S.E. 2d 265, (Ga. 1953).
>
> Southern Bell Tel. & Tel. Co. v. Commonwealth, et al, 266 S.W. 2d 308 (Ky. 1954).
>
> Southern Bell Tel. & Tel. Co. v. State, 75 So. 2d 796 (Fla. 1954).
>
> New Orleans Gas Light Co. v. Drainage Commission of New Orleans, 197 U.S. 453, 25 S. Ct. 471, 49 L. Ed. 831 (1904).

12 McQuillan on Municipal Corporations (3rd Ed.)
§ 34.74 and § 34.77.

The larger question, regarding which Mr. Enfield has requested me to comment to you, relates to the authority of a municipal corporation, by franchise or by specific contract, to obligate itself to make compensation to public utilities occupying city streets, under a permissive grant, in the event it should become necessary to move such facilities to new locations in order to accommodate legitimate public necessities. From such study as I have been able to make of the question, it is my opinion that a municipality has no such power.

This communication will not be extended by quoting from particular authorities or cases and will be limited to propositions of law as they have occurred to me, with citations of supporting authorities.

1. The jurisdiction of municipal corporations over public streets is in the nature of a trust for the benefit of the public.

25 Am. Jur. Highways, § 258.

2. The police power is an inherent element of sovereignty.

11 Am. Jur. Const. Law, § 245.
Stettler v. O'Hara, 69 Or. 519, 531.
Camas Stage Co., Inc., v. Kozer, 104 Or. 600, 612, 613.

3. The exercise of the police power is inalienable.

11 Am. Jur. Const. Law, § 245.
Pearson v. Twohy Bros. et al, 113 Or. 230, 240.
Northern P. R. Co. v. Minnesota ex rel Duluth, 208 U.S. 583, 52 L. Ed. 630, 28 S. Ct. 341.
Chicago, M. & St. P. R. Co. v. Minneapolis, 34 Sup. Sup. Ct. 400, 402.
Chicago, B. & Q. R. Co. v. State of Nebraska, 170 U.S. 57, 42 L. Ed. 948, 18 Sup. Ct. 513.
Woodburn v. Public Service Commission, 82 Or. 114, 120-122.
25 Am. Jur. Highways, § 258.

There is another question to be given serious consideration which involves the matter of a city lending its credit in violation of Section 9, Article 11, Oregon Constitution. This point has not been briefed to any particular extent, but your attention is called to the case of Southern Bell Tel. & Tel. Co. v. Commonwealth, et al, 266 S.W.2d 308, 310 (Ky.) 1954, which case previously has been cited to you, and also the case of Hauke v. Ten Brook, et al, 122 Or. 485, 491. The Oregon case had to do with an attempt release from a tax liability, but it may be indicative of how the Supreme Court might rule in an attempt by a municipal corporation to relieve a public utility of a future financial obligation arising from an exercise of the police power.

As you know, all members of the legal staff of the Highway Commission are Assistants Attorney General and the Attorney General is not authorized to give legal opinions to private individuals. This letter then must be considered as purely an expression of the personal views of the writer and is not to be considered as an opinion from the office of the Attorney General. It is sent to you with the hope that a mutual study of the legal problems involved will aid in a solution of present differences of opinion regarding the legality of claims which have been submitted to the Highway Commission by COPCO, and, also, tend to avert future controversies.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. R. H. Baldock ✓
Mr. W. C. Williams ✓
Mr. C. H. Maison
Mr. Tom Edwards
Mr. C. W. Enfield
Mr. Robert L. May, Jr.
Mr. Forrest Cooper

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FOR FILING

FF-131(1)

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6

August 18, 1955

California Oregon Power Company
Medford
Oregon

Attention Mr. V. W. Hammond

Gentlemen:

This letter is written to you regarding payment of claims submitted by you in the amount of $13,973.30 for moving and re-establishing your transmission line, and in the amount of $13,091.41 for moving and re-establishing your distribution facilities in the city of Central Point; also, claim in the amount of $1,404.46 to cover the cost of acquisition of overhang easements on the Medford-County Farm project.

The matter of the validity of these claims and the authority of the Highway Commission to make payment therefor was referred to Mr. C. W. Enfield, Chief Counsel for the Highway Commission. I am in receipt of advice from him to the effect that the claims do not constitute valid obligations for which the State Highway Commission has legal authority to make expenditure of state highway funds; therefore, it is necessary for me to advise you that the claims will not be given approval for payment by the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. J. W. DeSouza
Mr. C. H. Maison
Mr. Tom Edwards

JWD:rm hi

FORM E-30 25M 9-51 92319

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem Office
August 15, 1955

**SUBJECT:** Moving COPCO Poles at
Central Point

**To:** Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Herewith I hand you multilithed copy of opinion to you with reference to the authority of the Highway Commission to reimburse The California Oregon Power Company for the moving of power facilities in Central Point. Additional copies of the opinion are available in the event you should desire any. Please note copies are being sent to Mr. Williams and Mr. Maison.

You have requested preparation for your consideration of a rough draft of a letter to be addressed by you to The California Oregon Power Company. I would suggest that the letter be somewhat in the following form:

> This letter is written to you regarding payment of claims submitted by you in the amount of $13,973.30 for moving and re-establishing your transmission line, and in the amount of $13,091.41 for moving and re-establishing your distribution facilities in the city of Central Point.
>
> The matter of the validity of these claims and the authority of the Highway Commission to make payment therefor was referred to Mr. C. W. Enfield, Chief Counsel for the Highway Commission. I am in receipt of advice from him to the effect that the claims do not constitute valid obligations for which the State Highway Commission has legal authority to make expenditure of State Highway funds.
>
> Therefore, it is necessary for me to advise you that the claims will not be given approval for payment by the Highway Commission.

For your information, I am enclosing a copy of a memorandum which I have prepared, covering various occurrences in connection with the power line facilities at Central Point.

Very truly yours,

J.W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. C. W. Enfield
Mr. W. C. Williams
Mr. C. H. Maison

FORM 2-30 25M 9-51 58310

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 15, 1955

SUBJECT: Requiring Moving of Public Utilities on City Streets

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

You have requested an opinion as to the authority of the Highway Commission to reimburse The California Oregon Power Company for moving and relocating certain poles, wires and fixtures previously located on Front Street in the city of Central Point, which street is the route of Pacific Highway traffic through the city, and for the relocation and rearrangement of distribution facilities resulting therefrom.

It is my understanding that the billings by the power company are presented under rights claimed to be vested by virtue of Ordinance No. 271 passed by the city of Central Point on May 12, 1948, the pertinent part of which reads as follows:

> "Section 5. Where, by the creation of future local improvement units or districts, a change in the established grades or allignments (sic) of streets, alleys, or other public places, shall make necessary any change in the location of present installed or future installed facilities of The California Oregon Power Company (being intended to include hereby, poles, wires, conduits, and any and all facilities used in connection with the electric service of said company), where such facilities have been or shall be installed in accordance with the established grades and alignments, the cost of such change or changes shall be borne by said improvement unit or district, and that no cost shall be occasioned to The California Oregon Power Company, or its successors in interest, on account of such change."

This is to advise you that in my opinion the claims are invalid for the reason that they are not legal obligations which can support the disbursement of public funds. My reasons for this opinion are based upon two grounds, which are,

First: The ordinance, by its own language, applies only to instances of "the creation of future local improvement units or districts." Obviously, neither the City nor the State can be included within the meaning of such terms. Neither is a "local improvement unit or district" and neither has been created subsequent to the passage of the ordinance.

Second: Assuming, solely for the purpose of discussion, that the ordinance is applicable to the City or State, it is my opinion that Section 5 thereof is an ineffective attempt by the city to surrender a part of its inherent police powers over the city streets and, as such, is invalid. This conclusion is based upon the following principles of law;

## THE CONTROL OF THE USE OF STREETS AND HIGHWAYS IS AN EXERCISE OF THE POLICE POWER

Power of state over its highways is "police power," and in exercise of that power those who suffer loss or inconvenience have no ground of complaint on basis of nuisance. Town of Oyster Bay v. Moses, 287 N.Y.S. 826, 827, 248 App. Div. 598.

32, Words and Phrases, Perm. Ed. 737.

To the police power may be referred the authority of the state to create educational and charitable institutions, and provide for the establishment, maintenance, and control of public highways, turnpike roads, canals, wharfs, ferries, and telegraph lines, and the draining of swamps. New Orleans Gaslight Co. v. Louisiana Light & Heat Producing & Mfg. Co., 6 S. Ct. 252, 258, 115 U.S. 650, 29 L. Ed. 516.

32, Words and Phrases, Perm. Ed. 744.

A requirement that telephone wires in a city be placed underground is within the police power. City of Geneva v. Geneva Telephone Co., 62 N.Y.S. 172, 175, 30 Misc. 236.

32, Words and Phrases, Perm. Ed. 766.

"The provision of the city charter of the city of Omaha, authorizing the city by ordinance to require railroads to construct and keep in repair viaducts over streets therein crossed by their tracks, is a valid exercise of the police power." Chicago, B. & Q. R. Co. v. State, 66 N.W. 624, 628, 47 Neb. 549, 41 L.R.A. 481, 53 Am. St. Rep. 557.

32, Words and Phrases, Perm. Ed. 766.

## THE CONTROL OF THE USE OF STREETS AND HIGHWAYS IS AN EXERCISE OF THE POLICE POWER (Cont.)

Establishment, maintenance, and control of public highways and roads is embraced and included within "police powers" of states. Packard v. O'Neil, 262 P. 881, 885, 45 Idaho, 427, 56 A.L.R. 317.

32, Words and Phrases, Perm. Ed. 776

## THE POLICE POWER IS AN INHERENT ELEMENT OF SOVEREIGNTY

The police power is an attribute of sovereignty and a necessary attribute of every civilized government. It is a general term used to express the particular right of a government which is inherent in every sovereignty. Consequently, it is inherent in the States of the American Union, possessed by every one of them as sovereign, and is not a grant derived from or under any written Constitution. In connection with this latter principle, the point of view has been expressed that the police power is a grant from the people to their governmental agents. It has also been affirmed, however, in discussing the source of the power, that the right of the legislature to exercise the police power is not only not referable to any single provision of the Constitution, but inheres in, and springs from, the nature of our institutions; and so the limitations upon it are those which spring from the same source, as well as those expressly set out in the Constitution. It is very generally regarded not as a delegated, but a reserved, power.

The police power is as old as the civilized governments which exercise it. The states existed before the Constitution of the United States, and they possessed the police power before the adoption of that organic document. Moreover, it has been held many times that the Constitution supposes the pre-existence of the police power, and must be construed with reference to that fact.

The breadth and extent of the police power, covering the exigencies confronting the community, its adaptability, durability, inalienability, and the number of public purposes included in its scope make it a principal pillar of government. It has been stated that the police power in effect sums up the whole power of government, and that all other powers are only incidental and ancillary to the execution of the police power; it is that full final power involved in the administration of law as the means to the attainment of practical justice. Moreover, it has been said that the very existence of government depends

## THE POLICE POWER IS AN INHERENT ELEMENT OF SOVEREIGNTY (Cont.)

on it, as well as the security of the social order, the life and health of the citizen, the enjoyment of private and social life, and the beneficial use of property.

11 Am. Jur. Const. Law, § 245. (See also Stettler v. O'Hara, 69 Or. 519, 531, and Camas Stage Co., Inc., v. Kozer, 104 Or. 600, 612, 613).

## THE EXERCISE OF THE POLICE POWER IS INALIENABLE

It is a fundamental principle of constitutional law that in matters relating to the police power each successive legislature is of equal authority. A legislative body cannot part with its right to exercise such power; it inherently has authority to use the power again and again, as often as the public interests may require. Hence, one session or body of the legislature may not by any contract with an individual restrain the power of a subsequent legislature to legislate for the public welfare. The governmental power of self-protection cannot be contracted away. Neither can the exercise of rights granted nor the use of property be withdrawn from the implied liability to governmental regulation in particulars essential to the preservation of the community from injury.

The foregoing principles are embodied in the familiar rule that the state cannot barter or bargain away the right to use the police power or by any contract divest itself of the power to provide for acknowledged objects of legislation falling within the domain of the police power. Accordingly, the legislature cannot surrender or limit such powers, either by affirmative action or by inaction, or abridge them by any grant, contract, or delegation whatsoever. In some states it is specifically provided in the state Constitutions that the exercise of the power may never be abridged.

As firmly established as the general rule is the corollary that the discretion of the legislature cannot be parted with any more than the power itself. Thus, the legislative authority cannot redelegate to anyone the ultimate right to determine when, to what extent, and under what circumstances the police power may properly be exercised in any given case.

These principles apply to the police power delegated to municipal corporations. Thus, the general police power possessed by a city is

THE EXERCISE OF THE POLICE POWER IS INALIENABLE (Cont.)

a continuing power, and is one of which a city cannot divest itself, by contract or otherwise.

11 Am. Jur. Const. Law, § 254.

The municipality cannot bargain away or abjure its police power. The essential object of such institution is to provide for the public peace, health and safety, and to permit it to lay aside that function would be to defeat the very end of its creation.

Pearson v. Twohy Bros. et al, 113 Or. 230, 240.

Surrender of Power. It is established that the governmental power to control and regulate the use of highways in the public interest cannot be surrendered, or impaired by contract. Particularly as to municipalities, control over their streets is given to them for the benefit of the public. It is in the nature of a trust held by the corporation, from which arises a continuing duty on the part of such corporations to exercise legislative control over their streets at all times and places when demanded by the public good. They have no power, by contract, ordinance, or bylaw, to cede away, limit, or impair their legislative or governmental powers, or to disable themselves from performing their public duties in this regard, at least without the explicit consent of the legislature, or to delegate the exercise of such powers and the performance of such duties to others, so as to relieve themselves of responsibility in this respect.

25 Am. Jur. Highways, § 258.

There can be no question as to the attitude of this court upon this question, as it has been uniformly held that the right to exercise the police power is a continuing one; that it cannot be contracted away, and that a requirement that a company or individual comply with reasonable police regulations without compensation is the legitimate exercise of the power, and not in violation of the constitutional inhibition against the impairment of the obligation of contracts.

Northern P. R. Co. v. Minnesota ex rel Duluth, 208 U. S. 583, 52 L. Ed. 630, 28 S. Ct. 341.

With reference to the case last cited it is important to note the following facts:

(a) The original charter of Lake Superior & Mississippi Railroad Company, predecessor in interest of Northern Pac. Railway Company, granted the right to construct the railroad across any public or private road, highway, stream of water, or water course if the same be necessary.

(b) At a later date the city of Duluth made a demand upon the railroad company to construct a viaduct on one of the city streets. The railroad company denied its obligation to build the viaduct and after considerable negotiation an agreement was entered into between the railroad and the city, providing that the city should construct the viaduct; that the railroad should contribute the amount of $50,000.00 and the city should participate in the cost to the extent of an additional $23,000.00. In this agreement the city undertook, for a period of 15 years, to maintain the part of the bridge over the railroad's right of way and to perpetually maintain the approaches. After the expiration of about 12 years, which was before the expiration of the 15 year period of maintenance by the city, the viaduct and its approaches became dangerous for public use and the city passed an ordinance demanding that the railroad company immediately proceed to repair the viaduct and approaches in accordance with specifications prepared by the city.

(c) The railroad company refused to make the required repairs and proceedings in mandamus were begun against the railroad and a writ issued. The writ was sustained by the Supreme Court of Minnesota and on appeal therefrom that court was sustained by the Supreme Court of the United States.

There also is another phase of the matter and that is as to the affect of Article XI, § 9 of the Oregon Constitution, reading in part as follows: "No county, city, town or other municipal corporation, by vote of its citizens, or otherwise, shall become a stockholder in any joint company, corporation or association, whatever, or raise money for, or loan its credit to, or in aid of, any such company, corporation or association." The application of this provision in the constitution leads into many fields, and it is not being briefed at this time for the reason that it is felt that the conclusions herein expressed are amply supported by the authorities already given.

It is true that under ORS 373.020 cities retain the exclusive right to grant frachises on city streets designated as state highway routes, but this provision inherently presupposes a legally valid franchise.

Mr. Enfield has not read this opinion, owing to his present absence from the office, but the matter has been thoroughly discussed with him and I am able to assure you that the views herein expressed are in accordance with his conclusions.

Very truly yours,

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. C. W. Williams
Mr. C. H. Maison
Mr. C. W. Enfield (2)
Legal Staff

Subject: Memo re moving COPCO power and distribution lines in Central Point, 1954.

May 6, 1895: Central Point Ord. No. 29 granted 25 year franchise to W. E. Cool for power lines. Contained no clauses re moving.

July 28, 1914: Central Point Ord. No. 99 made incidental reference to power line franchise. Not pertinent here.

Dec. 14, 1932: Contract No. 1446, Central Point - Medford grading and paving contract awarded. Completed in July, 1933. Project extended from Front and Pine Streets in Central Point to Medford involving widening and improvement on Front Street south of Pine and new location to Medford.

Feb. 4, 1933: Weekly report by W. H. Stewart, Res. Engr., states COPCO engaged in moving pole line between Sta. 165 (near Pine Street intersection) to Sta. 165 (near south city limits). Placed 34 feet from centerline on easement acquired from S. P. Co.

Mr. Maison now states that search of payments to COPCO, or to other probable power corporations, does not disclose any payments for moving of power lines.

Mr. Probert now states that examination of final job cost summary does not disclose any payments for moving power lines.

Mr. Collier, then Div. Engr. at Roseburg, now states he does not recall any payment made for moving power lines.

From these reports, the conclusion that COPCO removed the power line from Front Street south of Pine Street, without reimbursement, appears fully justified.

Jan. 6, 1934: Letter S. H. Probert, Office Engineer, to Bureau of Public Roads transmitting copies of Resolution adopted by Central Point guaranteeing that "No encroachments will be permitted upon the right-of-way of those portions of the project which are situated within the city limit". No copy of this has been found.

May 12, 1948: Central Point Ord. No. 271 granted a 20 year franchise to COPCO for power lines, etc., which contained the following clause:

"Section 5. Where, by the creation of future local improvement units or districts, a change in the established grades or allignments (sic) of streets, alleys, or other public places, shall make necessary any change in the location of present installed or future installed facilities of The California Oregon Power Company (being intended to include hereby, poles, wires, conduits, and any and all facilities used in connection with the electric service of said Company), where such facilities have been or shall be installed in accordance with the established grades and align-

> ments, the cost of such change or changes shall be borne by said improvement unit or district, and that no cost shall be occasioned to The California Oregon Power Company, or its successors in interest, on account of such change."

Aug. 10, 1953: Letter Tom Edwards, Div. Engr., to COPCO giving notice and authority to make revisions and stating that reimbursement would be made covering facilities on right of way held by COPCO prior to acquisition of State's right of way.

Jan. 14, 1954: Letter COPCO to Glenn Roberts, Res. Engr., giving estimate of $9,942.54 for moving transmission lines and $8,519.69 for distribution system; total $18,462.23.

Jan. 22, 1954: Letter L. H. Young, Asst. Div. Engr., to COPCO to proceed and authorising billing for "Any and all work for which we are legally obligated to make reimbursement."

Jan. 25, 1954: Letter Forrest Cooper, Asst. Const. Engr., to L. H. Young instructing to make sure there is an understanding with COPCO "as to what facilities are to be moved by State expense and what are to be moved by Power Company expense".

Feb. 5, 1954: Letter L. H. Young to Forrest Cooper submitting state force order and advising of contact with COPCO and determination that 22 poles in Central Point should be moved. Expresses opinion that, under COPCO franchise terms, State has clear obligation to pay costs.

Nov. 2, 1954: Letter COPCO to Salem Office transmitting bills.

July 25, 1955: Letter L. H. Young to DeSouza advising (a) No communications with Central Point re moving of COPCO facilities, and, (b) on Feb. 3, 1954, W. B. Merrill, Res. Engr., and Young contacted Mr. Lyle Sams and Mr. Tucker, of COPCO, and agreed that 22 poles should be moved at State expense. Young stresses his personal opinion regarding moral obligation to live up to "commitments that were given in good faith."

In giving consideration to questions regarding reimbursements to COPCO the following points should be kept clearly in mind, (a) In 1923 COPCO moved that part of the power line south of Pine Street at its own expense, (b) Mr. Maison advises that billings show moving of poles 18 to 20 years old so that they must have been placed long prior to the 1948 Ordinance, (c) No information is given as to whether any of the facilities moved were installed after the 1948 Ordinance, (d) The entire lack of authority of any employe to make commitments obligating the payment of highway funds covering items which do not constitute valid legal obligations of the State (See Rockhill v. Benson 97 Or. 176). A so called moral obligation is not sufficient and (e) The possible personal responsibility of public officers, on their official bonds, who make unauthorized expenditures from public funds.

JWD:RN
8-3-55

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JWD:RN
8-3-55

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July 29, 1955

R. A. Heintz Construction Co.,
211 N. E. Columbia Blvd.,
Portland 11, Oregon

Attention: Mr. R. A. Heintz

Dear Mr. Heintz:

Acknowledgment is made of your letter of July 26, 1955, in which you state your objection to the payment of the cost of field inspection work that has been assessed against you as a penalty in connection with your Contract No. 4064 for grading and paving the Seven Oaks-Medford Unit of the Pacific Highway in Jackson County.

I am referring your letter to the State Highway Engineer for his consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig

cc: Mr. R. H. Baldock
Enclosure

R. A. HEINTZ CONSTRUCTION CO.

*Highway and General Contractors*

PHONE: UKiah 2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

July 26, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 4064
Seven Oaks-Medford Unit

Dear Mr. Glaisyer:

This will acknowledge your letter of July 11 wherein you indicate the Highway Commission granted our request for extension of time to July 1, 1955. You state further that the extension was granted with the provision that we will be required to pay the costs of the additional field inspection necessary to complete the project this year.

We think it unjust that you propose to charge us for the cocts of field inspection since conditions beyond our control prevented us from completing the job within the originally specified period. These reasons are outlined below:

(1) Due to the change in borrow pits during the performance of work, a substantially increased haul was necessary in addition to the fact that we had to move our shovel and other equipment from one pit to the other to satisfy the requirements of the engineers and inspectors.

(2) The oiling of the shoulders was not permitted last fall due to a definite date that was established by the Highway Department after which time no oiling could be done. This arbitrary date schedule was observed in spite of the fact that the shoulder oiling could have been completed since weather conditions were suitable for such work.

ACKNOWLEDGED
H. B. GLAIS

(3) Certain additional time, which has not been definitely determined as yet, was consumed by reason of increased quantities as follows:

18" sewer pipe from 3200 lf to 8600 lf
Selected roadbed topping from 71,300 cy
to 80,800 cy
Haul roadbed topping from 200,000 yard miles
to 394,200 yard miles.

Since, as above stated, the conditions that prevented our completion of the contract within the specified time was beyond our control as above outlined, we take exception to your charging us the costs of field inspection in 1955.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

R. A. Heintz

RAH:ch
cc: Mr. Tom Edwards
Division Engineer

Mr. W. B. Merrill
Resident Engineer

Mr. H. G. Smith
Construction Engineer

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LF-1-1 (16)

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 27, 1955

SUBJECT: Moving COPCO Facilities at Central Point in Jackson County

To: Mr. Tom Edwards
Division Engineer

Mr. H. G. Smith
Construction Engineer

Gentlemen:

COPCO has submitted bills to the Commission in the total amount of $27,064.77 for the moving and re-establishment of transmission lines and distribution facilities which were located on Front Street in the City of Central Point.

The bills have not been checked in detail as to the correctness of the items charged, but questions have arisen as to the legal obligation and resulting authority of the Highway Commission to make payment even in part. In order that the matter may be given proper study it is requested that you furnish information as follows:

(a) Copies of communications to and from COPCO relative to the moving of facilities, if such communications were sent;

(b) The substance of verbal discussions in as much detail as can be recalled, with particular attention to promises or commitments, if there has been any verbal handling of the matter;

(c) Copies of any communications and the substance of any verbal discussions with the City of Central Point which may have sought to have the City give notice to COPCO to move its facilities; and

(d) Any general comments that you may desire to make regarding the matter.

NOTED
State Highway Engineer

Determination of the matter is urgent and it will greatly expedite matters if you will send your replies direct to my attention.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. C. W. Enfield

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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4064

THE CALIFORNIA OREGON POWER COMPANY

Medford, Ore.

C
O
P
Y

July 27, 1955

~~Mr. R.~~ H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

I appreciate your prompt reply of July 26 with which you enclosed two claim vouchers; on covering the relocation of pwoer lines between Medford and Talent on U. S. 99 and the other, relocation of power lines on U. S. 99 east of Creswell on the Goshen-Coast Fork section. These vouchers total $330.64 and $27,537.29, respectively, and are reworded in accordance with the advice of our Attorney as set forth in my letter of July 25, 1955.

The two vouchers referred to above have been certified and are returned herewith for processing.

Very truly yours,

/s/ F. C. Bash

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

[illegible]

Photocopy referred
to Mr. Maison
with above encls.

RECEIVED
AUG 1 - 1955
FOR FILING
SET [illegible] (M)
4064

THE CALIFORNIA OREGON POWER COMPANY
Medford, Ore.

C
O
P
Y

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

I appreciate your prompt reply of July 26 with which you enclosed two claim vouchers; on covering the relocation of pwoer lines between Medford and Talent on U. S. 99 and the other, relocation of power lines on U. S. 99 east of Creswell on the Goshen-Coast Fork section. These vouchers total $330.64 and $27,537.29, respectively, and are reworded in accordance with the advice of our Attorney as set forth in my letter of July 25, 1955.

The two vouchers referred to above have been certified and are returned herewith for processing.

Very truly yours,

/s/ F. C. Bash

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

[illegible]
7 [illegible]
[illegible]

Photocopy referred
to Mr. Maison
with above encls.

July 26, 1955

C
O
P
Y

Mr. F. C. Bash
Vice President and Treasurer
The California Oregon Power Company
Medford, Oregon

Dear Sir:

We are returning herewith, revised vouchers in connection with the relocation of power lines between Medford and Talent on US 99, and east of Creswell on the Goshen-Coast Fork Section of US 99.

Our attorneys see no difference in the legal effect of the wording on our orginal voucher and the wording as suggested in your letter. However, as it is desirable in accordance with our accounting procedure to set forth each claim on a separate voucher, we are herewith submitting two vouchers using the wording as suggested in your letter.

We trust that this will be satisfactory and that you will be able to certify the vouchers and return them for processing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

WCW:cg

Enclosures

CC: C. H. Maison
C. W. Enfield
J. W. DeSouza

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

July 25, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

This will acknowledge your letter of July 20, 1955, enclosing your claim vouchers in the respective amounts of $2,040.21 and $27,867.93. The voucher in the amount of $2,040.21 covers in full our claim for moving our facilities on the Booth Ranch Unit, Shady Canyonville Section of the Pacific Highway, is certified as such and is enclosed herewith.

We are unable to certify the claim voucher in the total of $27,867.93, however, inasmuch as this amount represents only a portion of our claims in respect of which it is tendered and we are advised by our attorneys that the voucher is not in satisfactory form for certification of such partial payment. We desire, of course, to cooperate with you in minimizing the interest which is accruing on our claims and would be willing to accept your tender of $27,867.93 on the claims to which it relates provided the main body of the voucher is revised to read as follows:

| | |
|---|---|
| "12/16/53 J/O M-5456. Relocation of power lines between Medford and Talent on Medford-County Farm Section of U.S. 99 | $ 1,735.10 |
| 10/29/54 J/O R-634 and 639, S/O R-4373, relocation of power lines east of Creswell on Goshen-Coast Fork section of U.S. 99 | 39,734.70 |

It is understood that this payment is made and accepted without prejudice to either party regarding further negotiations or legal actions as to the final total compensation which should be paid, and that the payee named herein shall execute and deliver to the State of Oregon by and through its State Highway Commission appropriate bargain and sale deeds conveying the lands, or easements therein, located within the present highway right of way from which the poles, wires and fixtures of the payee have been removed.

| | |
|---|---|
| TOTAL OF CLAIM | $ 41,469.80 |
| Amount disallowed as agreed | 57.98 |
| Amount in dispute | 13,543.89 |
| Amount allowed in this voucher without prejudice, as stated above | $ 27,867.93" |

We are looking forward to conferring with you at an early date with respect to the settlement of the remainder of our claims on the above job orders as well as on the claims mentioned in the last paragraph of your letter of July 20, 1955.

We believe you can appreciate the reason for the requested revision of the voucher. In its present form it shows $27,867.93 as the "Total of Claim" on the job orders stated therein. In the certificate which we are required to sign on the voucher we must certify "that the foregoing account is correct and just". We could not make this certification of the voucher in its present form.

We return herewith your voucher in the amount of $27,867.93 unsigned in order that the foregoing revisions may be made.

Very truly yours,

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

RECEIVED
JUL 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

July 20, 1955

C
O
P
Y

Mr. F. C. Bash
Vice President and Treasurer
The California Oregon Power Company
Medford, Oregon

Dear Sir:

We are enclosing herewith our claim voucher in the amount of $27,867.93, covering reimbursement to you for moving facilities on the Medford-County Farm Section of the Pacific Highway between Medford and Talent, in the amount of $330.64, and reimbursement on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, in the amount of $27,537.29.

You will note that on the face of the claim voucher we have placed a statement to the effect that the total amount is being paid with prejudice to either party, and that you will execute and deliver to the Commission appropriate bargain and sale deeds transferring the lands or easements on which your facilities were previously located and now have been removed.

We are also enclosing a claim in the amount of $2,040.21 for moving your facilities on the Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway on which there has been no dispute.

You have submitted claims in the amount of $13,973.30 for moving and re-establishment of your transmission lines and, in the amount of $13,091.41, for the moving and re-establishment of your distribution facilities in Central Point. These claims have not yet been fully investigated and analyzed; therefor final action necessarily is being deferred until our conference in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

WCW:cg

cc Mr. R. H. Baldock
Mr. C. W. Enfield
Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. H. Maison

1955 D

FILING

PF-131(16)

4064

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1955

C
O
P
Y

SUBJECT:

To:

Mr. C. H. Maison
Auditor
OFFICE

Dear Mr. Maison:

In connection with payment to COPCO for moving transmission line facilities, I would suggest a draft of a letter from Mr. Williams somewhat as follows:

> Herewith please find claim voucher, in the amount of $27,867.93, covering reimbursement to you for moving facilities on the Medford-County Farm Section of the Pacific Highway, in the amount of $330.64, and reimbursement on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, in the amount of $27,537.29.
>
> You will note that on the face of the claim voucher we have placed a statement to the effect that the total amount is being paid without prejudice to either party and that you will execute and deliver to the Commission appropriate bargain and sale deeds transferring the lands or easements on which your facilities were previously located and now have been removed.
>
> A separate claim, in the amount of $2,040.21, regarding which there has been no dispute on the Booth Ranch Section of the Pacific Highway, is being processed and will be forwarded to you separately.
>
> You have submitted claims, in the amount of $13,973.30, for moving and re-establishment of your transmission lines and, in the amount of $13,091.41, for the moving and re-establishment of your distribution facilities in Central Point. These claims have not yet been analyzed and checked by our Accounting Department and final action necessarily is being deferred.

I have stated the names of the sections involved as I recall them, but I understand you will make a check on the designations.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

July 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This will refer to discussions between representatives of the Department and this Company held on July 6, 1955, in your office, concerning the sums due this Company from the Department on account of power line relocations during the period from December 1952 to May 1955. The sums so due total $71,550.15.

It is our understanding that the Department desires to make a payment of $50,000 to the Company at this time in partial settlement of the total amount due, leaving a balance due to be settled later. The Company will accept such payment on account, since it will decrease the amount of interest accruing on this obligation. It does so, however, on the express condition that such payment shall not be considered as full settlement of the amounts due or as anything other than a payment on account. The check or any voucher accompanying the check making this payment should be consistent with this understanding.

Since this constitutes partial payment of the total amount due, we would prefer to have it made in a round sum. We look forward to an early settlement of the balance which will be due after the proposed partial payment.

Very truly yours,

F. C. BASH
Vice President and Treasurer

FCB:po

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THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

RECEIVED
JUN [illegible] 1955
LEGAL DEPT

June 3, 1955

W [illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This will refer to my letter of April 21, 1955, replying to your letter of March 21, 1955, with respect to this Company's billing for relocation of portions of our Line 12 along U. S. 99. We believe it to be in the best interest of the state as well as the Company to have the amount due us paid as soon as possible, inasmuch as the amount involved is substantial and interest thereon is not inconsequential.

We shall appreciate your early advice on this matter.

Very truly yours,

F. C. BASH
Vice President and Treasurer

FCB:po

RECEIVED
JUN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—4-54—74286

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT: Replacement of transmission line between Goshen and Coast Fork on U.S. 99

To: R. H. Baldock

In analyzing the attached letter from the California Oregon Power Company, it seems that the strongest argument against our cost distribution formula is the fact that the State of California apparently provides for the same segregation of costs as provided in the original bill submitted by the Power Company. However, as only certain extracts are made of the California code, this might not be true in all instances.

On page 1, paragraph 2 of their letter, they state that the formula submitted by us is novel and an inequitable approach to the cost distribution problem. The formula is not a novel idea, but is practically the same formula that the Portland General Electric Company uses in billing us for relocation of their transmission lines. In the same paragraph, they say that we agree in principal with paragraph 1 and 2 of our cost distribution formula, but believe that paragraph 2 was incorrectly applied on our Exhibit B. I am not certain what they mean by this statement, but am assuming they are referring to the additional poles in the relocation. In my opinion, we have been more than fair in the distribution of costs for this item as several of the additional poles installed were double poles which would of course, make the unit price per pole much cheaper. We did not take this into consideration but are willing to pay for the entire cost of the twelve additional poles based on a single pole unit cost. It might also be pointed out that the necessity of the additional poles, higher poles, steel cross-arms, etc., has not been questioned, but it is entirely possible that some of the additional poles may not have been necessary.

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

April 21, 1955

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Baldock:

We have reviewed your letter of March 21, 1955, and Exhibits A and B attached thereto, in which you propose to reduce our billing for the relocation of portions of our Line 12 along U.S. 99 by $12,197.41. We accept the disallowance of $57.98 on Work Order 4733, resulting in a corrected net billing of $39,676.72. We cannot agree, however, that the further reduction of our billing to $27,537.29, as you propose, is proper.

We agree in principle with paragraphs 1 and 2 of the cost distribution formula stated on the first page of your letter, though we believe that paragraph 2 was incorrectly applied in the calculations on your Exhibit B. Paragraph 3 of your formula, however, reflects a novel, and in our opinion, an inequitable approach to the cost distribution problem and bears no relation to the alleged credit deficiency which you apparently seek to correct.

According to the second paragraph of your letter, it is your view that our billing did not give proper credit to the State of Oregon "for betterment and/or improved facilities resulting from the relocation." Under paragraph 3 of your formula, you take credit for depreciation accrued by the Company on the replaced property as though it had been accrued on the replacement property. In our calculation, we allowed the State a credit for depreciation actually accrued on our books on the replaced property. Since the depreciation credit is the principal difference between your calculation and ours, we assume that by it you intended to take what you

consider to be "proper credit" for betterments and improvements resulting from the relocation.

We can see no logical relation between the credit deficiency of which you complain and the depreciation credit which you propose. While, as appears below, no improvement to our system resulted from the relocation, even assuming the contrary, we fail to see how the value of any improvement or betterment could be measured by the difference between the depreciation credit which you propose and the one allowed in our calculation. The difference between these two credits arises solely from the effect of inflation upon capital costs and is in no wise related to the existence or extent of any improvement in our facilities resulting from the relocation. Therefore, assuming the existence of any improvement for which the State should properly be given credit, it is obvious that the reproduction cost depreciation credit which you propose could not properly give that credit.

Further, we cannot agree that the relocation of our Line 12 constituted any betterment or improvement of our facilities. The relocation did not involve a continuous section of the line, but consisted of the placement of higher poles over two short sections and higher poles and new alignment over three other sections. These small sections of new line and higher poles neither improve the operating efficiency nor increase the capacity of the line. The new sections are comparable to replacing links in an old chain.

The only possible benefit to the Company of the relocation arises from the theoretically longer life of the replacement property. Whether or not this is an actual benefit is speculative and cannot now be determined. Based upon past experience, it is entirely possible that by the time the remaining life of the original line has expired, changes in design or operating requirements would render the theoretically longer life of the replacement property of no real benefit to the Company.

Under your proposal, the Company would be required to invest $12,139.43 in facilities which will add nothing to the capacity of its system or otherwise enable it to perform any more or any better service to the public. In effect you would require the Company to bear the full effect of capital cost inflation through expenditures which certainly would not be incurred at this time, and quite possibly would never be incurred, except at the request and for the purposes of the Highway Department. We say that the Company might never be required to incur this expense because (a) no one can predict what price levels will obtain at such future time as the Company would have replaced the facilities involved in the ordinary course of business, and (b) operating conditions may so change before expiration of the lives of the replaced facilities that they would never be replaced. The Company should not be required to assume the risk that the replacement property would ultimately have had to be installed by it, at present day prices.

The Company is entitled to a fair rate of return from its rate payers, upon its investment prudently made. The expenditure of capital funds to replace, at inflated costs, perfectly adequate existing facilities years before such replacement is necessary, might well be considered not a prudent investment which the Company can require its rate payers to support. As a practical matter, the $12,139.43 would be an uncompensated investment by the Company in any event, for its rates cannot be changed to compensate for each individual investment, nor would the investment make possible the delivery of a single kwh which could not have been delivered via the old facilities.

It seems clear to us that it would not be equitable to require either the Company or its rate payers to support an investment required for non-utility purposes, which adds nothing to its ability to serve the public. The depreciation credit to which the State is entitled is that accrued on the Company's books against the replaced property.

We know of no Oregon statutes governing this matter. However, the Company also operates in California, and the California statute providing for compensation to utilities for relocation of facilities for freeway construction is consistent with our position. Among the credits to the highway department specified in Section 705 of the California Streets and Highways Code is the following:

> "(3) If a new facility or portion thereof is constructed to accomplish such removal or relocation, an allowance of an amount bearing the same proportion to the original cost of the displaced facility or portion thereof as the age thereof bears to the normal expected life thereof." (emphasis added)

The provision of the California statute regarding credit to its highway department for betterment resulting from relocation of utility facilities is also of interest. Section 705 (1) of the California Streets and Highways Code provides for a credit:

> "In the amount of any betterment to the utility facility resulting from such removal or relocation, not in excess of the cost of the increased capacity of the facility.' (emphasis added)

It will be seen that under that statute, betterment credit is not to exceed the cost of the increased capacity of the facility. Insofar as the relocation of Line 12 between Goshen and the Coast Fork of the Willamette River is concerned, the betterment allowance under this principle would be zero, for no increased capacity has resulted from the relocation.

We believe that we are equitably entitled to reimbursement in the amount of our original billing, adjusted to $39,676.72.

Very truly yours,

F Bash

F. C. Bash,
Vice President and Treasurer

GDR:EA

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APR 2 0 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1955
FOR FILING

July 27, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R.A. Heintz Construction Co. on contract No. 4064, covering the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

This payment, in the amount of $2,815.81, will be released to the contractor on or after August 6, 1955. The retained percentage is $15,077.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

IOTED ON CARD

RECEIVED
AUG 2 - 1955
FOR FILING

FORM E-123 20M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 20, 1955

Mr. F. C. Bash
Vice President and Treasurer
The California Oregon Power Company
Medford, Oregon

Dear Sir:

We are enclosing herewith our claim voucher in the amount of $27,867.93, covering reimbursement to you for moving facilities on the Medford-County Farm Section of the Pacific Highway between Medford and Talent, in the amount of $330.64, and reimbursement on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, in the amount of $27,537.29.

You will note that on the face of the claim voucher we have placed a statement to the effect that the total amount is being paid without prejudice to either party, and that you will execute and deliver to the Commission appropriate bargain and sale deeds transferring the lands or easements on which your facilities were previously located and now have been removed.

We are also enclosing a claim in the amount of $2,040.21 for moving your facilities on the Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway on which there has been no dispute.

You have submitted claims, in the amount of $13,973.30 for moving and re-establishment of your transmission lines and, in the amount of $13,091.41, for the moving and re-establishment of your distribution facilities in Central Point. These claims have not yet been fully investigated and analysed; therefor final action necessarily is being deferred until our conference in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

WCW:cg

Encl.

cc Mr. R. H. Baldock ✓ Mr. H. G. Smith
Mr. C. W. Enfield Mr. Tom Edwards

8

RECEIVED
JUL 11 1955
FOR FILING

BF-131 (16)
[illegible]

July 11, 1955

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time October 31, 1954 to July 1, 1955 within which to complete your contract No. 4064, covering the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

The Highway Commission granted your request for extension of time to July 1, 1955 with the provision that you will be required to pay the costs of the actual field inspection necessary to complete the project this year. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. B. Merrill,
Resident Engineer

H. G. Smith,
Construction Engineer

b

RECEIVED
JUN 29 1955
FOR FILING

BF-131 (16)
4064

June 29, 1955

Request for extension of time
No. 4
June 30-July 1 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. A. Heintz Construction Company for an extension of time on the Seven Oaks-Medford Unit of the Blackwell Hill-Medford Section, Contract No. 4064, from October 31, 1954 to July 1, 1955.

Our records indicate that the contractor's failure to complete the project was due solely to his not providing sufficient equipment and personnel for a project of this magnitude.

All work was completed last fall with the exception of some paving, and the project was actually completed on June 9 of this year.

I recommend that the extension be granted with the provision that the contractor be required to pay the costs of the actual field inspection necessary to complete the project this year. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

RECEIVED
JUN 21 1955
FOR FILING

BF 131(16)
4064

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Seven Oaks-Medford Contract No. 4064, Oregon BF-131 (16), from October 31, 1954 to June 9, 1955, to R. A. Heintz, contactor.

Our records indicate that the contractor's failure to complete the project was due solely to his failure to provide sufficient equipment and personnel as were necessary for a project of this magnitude.

All work was completed with the exception of some paving last fall, and I would, therefore, recommend that the extension be granted with the provision that the contractor be required to pay the costs of the actual field inspection necessary to complete the project during this season.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
JUN 21 1955
FOR FILING

BF-131 (16)
4064

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 9, 1955 on Contract No. 4064, Seven Oaks-Medford Unit, Blackwell Hill-Medford Section, in Jackson County, in connection with Federal Aid Project No. BF-131 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBF:bb
cc: John Cattrall

-1-31(16)

B

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 11 June 1955, 19

Section Seven Oaks - Medford Unit Blackwell Hill - Medford

Kind of work grading, paving

Highway Pacific

Section prefix 15-1035

Contractor R A Heintz Construction Co

Contract number 4064

Date of contract 11 Dec 53, 19

Date of completion 31 Oct 54, 19

Date work started 21 Dec 53, 19

Estimated date of completion 30 May 55, 19

Project authorization $545,282.03

Exclusive of Engineering $511,669.0[illegible]

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $513,550

Per cent of contract completed, based on total contract price 99.9 %

Engineering authorization $33,612.95

Engineering cost to date $26,800, 80 %

Date project was completed 6 - 9, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A crew of five men worked three days on clean-up of shoulders the past week. Their power broom for cleaning pavement has not been delivered from Portland due to the truck strike.

NOTED
OSCAR CUTLER

| | Station | plans | final |
|---|---|---|---|
| excavation | 466-726 | 41656 | 46465 |
| embankment | 466-726 | 13403 | 15100 |

Signed DB Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

|  | GRADING | [illegible] | MAINTENANCE MATERIALS | [illegible] | PAVING |
|---|---|---|---|---|---|
| Miles in project | 4.9 |  |  |  | 4.9 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 4.9 |  |  |  | 4.9 |
| Total estimated quantities | 46,465 | 80,500 | 2,650 | 14,500 | 33,598 |
| Estimated quantities moved or placed to date | 46,465 | 80,500 | 2,650 | 14,500 | 33,598 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 5 |  |  |  |  |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders 1, Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., Loader 1 ..........., Truck 2 ..........., . . . . ...............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair |  |  |
| Monday | clear, hot |  |  |
| Tuesday | clear, hot |  |  |
| Wednesday | clear, hot |  |  |
| Thursday | clear, hot |  |  |
| Friday | clear, hot |  |  |
| Saturday |  |  |  |

RECEIVED
APR 27 1955
FOR FILING

BF-131 (16)

4064

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

Referring to your letter of March 31, 1955 attached to a letter from Heintz and other documents and which refers to the Seven Oaks-Medford project, I wish to advise that I have discussed this matter in detail with Mr. Heintz and he has agreed to settle on the following terms:

Claim No. 1. Mr. Heintz has agreed to accept payment for 152 cubic yards, which has already been included in the semi-final estimate.

Claim No. 2, which has to do with furnishing and placing some 24-inch concrete pipe on the haul road to the Lathrop gravel bar, is acceptable as submitted in your Price Agreement No. 7 which calls for the payment of 39 lineal feet of 24-inch concrete pipe at $4.25 per lineal foot for a total of $165.75.

Claim No. 3, for additional clearing, is controversial. The project as set up and as bid by Mr. Heintz called for all material to come from the Lathrop bar. This was the only source of materials given. Heintz contends that all of the suitable materials in the Lathrop bar were removed and incorporated in the work. This is substantitated by the first paragraph of the second page of your letter dated March 31, 1955, from which I quote:

> "The clearing referred to on this item was clearing done at the Kendall Gravel Bar after it was decided that materials from the Lathrop Bar were no longer suitable. There would be some foundation for this claim if an area that had been cleared at the Lathrop bar had to be abandoned as a result of the change of source; however, this is not the case. The Lathrop bar was pretty well exhausted and the cleared areas all used."

Viewed in the cold light of retrospect, I believe that this claim should be paid. I realise it could be argued that the contractor should have been required to clear all areas necessary to secure the gravel. However, as a practical matter, a radical change such as moving to a new source considerably removed from the source given in the contract always opens the door for renegotiation, which apparently in this case was not resorted to.

Putting the shoe on the other foot, Mr. Heints would have been well within his rights had he refused to continue with the work, which involved the opening of a new source. This certainly would have thrown us into a quandary and put us behind the eight-ball in haggling over a price agreement. While I realize that our hindsight is better than our foresight, items of this kind are best settled at the time that they occur. In view of the above, the claim should be paid.

Referring to so-called Claim No. 4, I concur in your recommendation that Heints be paid the $210.49 for the necessary haul and I'm recommending Price Agreement No. 6 for payment.

The only thing necessary to close this matter is the submission of a price agreement covering the clearing at the Kendall bar.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1954
SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Your recent Work Order for moving of power poles in the City of Central Point has been approved.

The estimated cost of this work is $18,462.23 which seems from here to be exorbitant. Please place an inspector on this job during the progress of the work to be sure that we are paying only proper costs of the moving. I will leave it to your judgment to how much inspection is given, however it should be sufficient to assure that the State is not overcharged.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FEB 4 1955
FOR FILING

5619
56-19

February 3, 1955

Neff, Frohnmayer & Lowry
Attorneys at Law
200 Cooley Theatre Building
Medford, Oregon

Gentlemen:

Reference is made to your letter advising of the complaint of Mr. Moore that the channel of Bear Creek through the Lathrop bar was somewhat obstructed by loose sand and gravel banks and debris left in the channel.

Our engineers have investigated and do not believe damage will result, but, in order to be certain, we have issued instructions to start work immediately to smooth up the channel and correct deficiencies, if any, that may have been left by the contractor. This work, I believe, has already started.

Field engineers were also instructed to contact Mr. Moore.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me er

~~REFERRED TO~~

~~[illegible]~~

~~[illegible] Highway Engineer~~

[illegible]

REFERRED

TO Mr. Baldock

~~FOR~~ I suggested a few changes in draft so as not to admit any deficiencies at this time.

C. W. ENFIELD

CWE

Keep in file

M

ry 2?, 1955

Re: State Highway Commission
v.
Bernie B. Moore, et ux.
L 2126 R 21139
Road-building materials
~~sources~~.
Blackwell Hill-Medford
Section Pacific Highway

r of January 17, 1955, and in
uested our Engineering Department
possibility of any future erosion
due to high water in Bear Creek.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

FCMc:aj
cc - C. W. Enfield
W. C. Williams
H. S. Smith

ECEIVED
JAN 27 1955
FOR FILING

January 27, 1955

Neff, Frohnmayer & Lowry
Attorneys at Law
300 Cooley Theatre Building
Medford, Oregon

Attention: Mr. Ervin [illegible]

Re: State Highway Commission
v.
Bernie B. Moore, et ux.
L 2126 R 21139
Road-building materials
sources.
Blackwell Hill-Medford
Section Pacific Highway

Gentlemen:

Thank you for your letter of January 17, 1955, and in compliance therewith I have requested our Engineering Department to make an investigation on the possibility of any future erosion to your client's remaining land due to high water in Bear Creek.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

FCMc:aj
cc - C. W. Enfield
W. C. Williams
H. G. Smith

FOR FILING

RECEIVED

## ASSIGNMENT

January 27, 1955 No. [illegible] By_____

Description: Copy of letter by Mr. Baldock dated January 27 to Neff, Frohmayer & Lowry, Medford, stating that he is requesting the Engineering Department to make an investigation on possibility of any future erosion to the Bernie Moore property due to highwater in Bear Creek.

Acknowledged by____ Referred to Smith

X Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

Please refer to Assignment No. 5619.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-1-55 Report Received__________

me

---

, Oregon
20, 1955

a letter from Neff, Frohmayer &
epresenting Bernie B. Moore and
at the change in Bear Creek will
to their lands. Please have a
careful investigation made and report to me.

R. H. Baldock

RHB:hi
cc Mr. Enfield

Mr. Enfield:

Please give me suggested reply to this letter, if any.

RECEIVED
JAN 21 1955
FOR FILING

Salem, Oregon
January 20, 1955

Mr. W. C. Williams

Herewith copy of a letter from Neff, Frohnmayer & Lowry, Medford attorneys, representing Bernie B. Moore and Elsie Moore who complain that the change in Bear Creek will result in extensive erosion to their lands. Please have a careful investigation made and report to me.

R. H. Baldock

RHB:hi
cc Mr. Enfield

Mr. Enfield:
Please give me suggested reply to this letter, if any.

## ASSIGNMENT

January 20, 1955 No.______ By______

escription: Letter from Mr. Baldock, enc.
opy of letter from Neff, Frohnmayer & Lowry,
edford, Ore., representing Bernie B. Moore &
lsie Moore who complain that change in Bear
reek will result in extensive erosion to
heir lands.

Acknowledged by_____ Referred to H.G.Smith

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

~~PLEASE RETURN TO~~
~~W. C. WILLIAMS~~

Remarks:

Executed 2-1-55 Report Received__________

---

TELEPHONE 2-7117

HNMAYER & LOWRY
RNEYS AT LAW
EY THEATRE BUILDING
FORD, OREGON

ry 17, 1955

g Bernie B. Moore and Elsie Moore
ndemnation action which the State
d against them about a year ago.
n lies along Bear Creek about two
Point. The property is being con-
epartment for gravel, and in the
ion of the new highway north of
partment made extensive excavations

We are authoritatively advised that as a result of the excavation, the course of Bear Creek will change at the first high water, and that the changed course will result in extensive erosion damage to the remaining lands of our client.

We have brought this matter to your attention so that you may investigate the situation, and take whatever corrective measures are indicated.

Very truly yours,

NEFF, FROHNMAYER & LOWRY

By Ervin B. Hogan

EBH:pw

cc: Robert Thornton
Attorney General

RECEIVED
JAN

TER J. NEFF
OTTO J. FROHNMAYER
PHILIP B. LOWRY

ERVIN B. HOGAN

TELEPHONE 2-7117

**NEFF, FROHNMAYER & LOWRY**
ATTORNEYS AT LAW
300 COOLEY THEATRE BUILDING
MEDFORD, OREGON

January 17, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

We are representing Bernie B. Moore and Elsie Moore in connection with a condemnation action which the State Highway Department filed against them about a year ago. The property in question lies along Bear Creek about two miles north of Central Point. The property is being condemned by the Highway Department for gravel, and in the course of the construction of the new highway north of Medford, the Highway Department made extensive excavations in Bear Creek.

We are authoritatively advised that as a result of the excavation, the course of Bear Creek will change at the first high water, and that the changed course will result in extensive erosion damage to the remaining lands of our client.

We have brought this matter to your attention so that you may investigate the situation, and take whatever corrective measures are indicated.

Very truly yours,

NEFF, FROHNMAYER & LOWRY

By Ervin B. Hogan

EBH:pw

cc: Robert Thornton
Attorney General

RECEIVED

RECEIVED
JAN 27 1955
FOR FILING

SF-121 (4)
4064

January 26, 1955

C
O
P
Y

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Attention: Mr. E. H. Twietmeyer

Gentlemen:

As requested in your letter of January 19th we have listed below the payments due your company and the retained percentages withheld by us on four of your contracts as follows:

| | | |
|---|---|---|
| Contract No. 3881: | The retained percentage as of December 31, 1954. . . | $14,873.67 |
| Contract No. 4056: | Estimate No. 10, dated December 15, 1954 . . . . . . | 20,708.75 |
| | Retained percentage on hand. . . . . . . . . . . . . | 47,459.55 |
| Contract No. 4063: | Estimate No. 13 SF for work to December 20, 1954 . . | 2,750.37 |
| | Estimate No. 12 A for work to December 10, 1954. . . | 17,703.02 |
| | Retained percentage . . . . . . . . . . . . . . . . | 16,152.32 |
| Contract No. 4064: | Estimate No. 10 A for work to December 10, 1954. . . | 11,089.44 |
| | Retained percentage . . . . . . . . . . . . . . . . | 14,583.07 |

These amounts were all in the custody of the Highway Department as of December 31, 1954.

Our records also show that on December 30, 1954, a check in the amount of $10,030.75 was mailed for Contract No. 4063, also, a check for 20,696.06 on Contract No. 4064 was mailed December 27, 1954. We are assuming that these checks were in your hands as of December 31, 1954.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

RECEIVED
FOR FILING

BF-131 (16)
4 [illegible]

January 3, 1955

Mr. Howard T. Coleman, Manager
Fidelity and Surety Department
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Coleman:

I have been away from the office with a severe cold since I talked to you on December 29th, and upon my return today I find your three letters regarding the R. A. Heintz Construction Company contracts.

The one that I have in my hand at the moment is the one concerning Contract 4064 for construction of the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway. My Assistant wrote your Tacoma office, with copy to you, on December 31, 1954 stating that the warrant in the amount of $11,089.44, which reduces the retained percentage in connection with this job to 3% of the total amount earned, would be released to the contractor immediately upon receipt of the warrant from the Secretary of State. That will be done, and our Chief Auditor is being so instructed today by copy of this letter.

As to payment of the balance, I wish to advise that the law requires us to withhold 3% of the amount earned by the contractor until his job is completed. Inquiry reveals that this job is not yet completed, so under the circumstances we cannot presently release any further funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison

**UNITED PACIFIC**
*Insurance Company*

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

December 29, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #210675 R. A. Heintz Construction Company
Seven Oaks-Medford Unit Blackwell-Hill, Medford Section
Contract No. 4064

Dear Mr. Glaisyer:

This will confirm our telephone conversation of today in which we consented to the reduction of the retainage on this contract from 7½% to 3%.

According to our status report of December 9 this contract was 95% completed. The contractor has stated that the only work left to be done is shoulder oiling and has, therefore, requested a reduction in retainage be made and a draft drawn to him for this difference.

The contractor states that all bills have been paid on contract #4063 and contract #4064.

Thanks kindly for your co-operation.

Very truly yours

H. T. Coleman

Howard T. Coleman, Manager
Fidelity and Surety Department
Attorney-in-Fact

HTC:lg

ACKNOWLEDGED
H. B. GLAISYER

cc of this letter to C H Maison
with note that retained money to 3%
Could be released immediately
FQ

RECEIVED
DEC 30 1954
[illegible]
STATE [illegible] COMMISSION

Maison says check will not be ready until
after Jan 1. 1955

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
15 1955
FOR FILING

[illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21st, 1954

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

[illegible]
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #5550, letter from Mr. W. E. Tucker, Secretary of the Rogue River Soil Conservation District, advising that the Lathrop bar on Bear Creek was left in a dangerous condition and should be cleaned up, and also requesting us to continue the work which the farmers had done on Jackson Creek through the farm of Bert Caster which we now own.

I am attaching report from Mr. L. H. Young, Ass't. Division Engineer, who requests permission to do extra work in the amount of $300.00 on the Lathrop bar and $650.00 on Jackson and Deans creeks. The Lathrop bar could be charged to the Seven Oaks-Medford Section and the work on Jackson and Deans creeks to the Blackwell Hill-Seven Oaks Section.

I attach reports of Young and Merrill, together with map of the channel at the Lathrop bar and map of Jackson and Deans creeks; also photographs showing the obstructions on Jackson Creek and Deans Creek.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
DEC 22 1954
OFFICE C.
STATE HIGHWAY I.

FORM E30—80M—4-54—74366

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 20, 1954

**SUBJECT:** Seven Oaks - Medford
Pacific Highway
Contract #4064

To: H. G . Smith
Construction Engineer

Dear Sir:

Reference is made to your letter of December 10th in which you asked for a report on certain problems pointed out by Mr. W. B. Tucker, Secretary of the Rogue Soil Conservation District.

Case No. 1. It was found that the channel of Bear Creek, through the Lathrop Bar, was pretty well obstructed as reported by Mr. Tucker. It is undoubtedly our responsibility to remove these obstructions.

A search was made of our specifications to determine the contractors responsibility in regard to this but the specifications are silent on this subject.

Newport Construction Company's dragline is still on the ground. It is estimated that two days work with this dragline, at a cost of approximately $300.00, would remove these obstructions. I recommend that we go ahead with this work.

Case No. 2. State owned land, formerly the Bert Caster property, investigation has shown the channel of Jackson Creek and Deans Creek to be choked with brush and debris. Our responsibility to clear these channels is not too clear. The main elements of damage resulting from not clearing the channels is to retard the runoff on the farms lying upstream from our land, which damage is, of course, quite intangible. In fiew of the fact that the adjacent property owners have cleared the channels both upstream and downstream from their property puts us in a rather untenable position. The cost of clearing this channel would be approximately $650.00.

I recommend that we accept the responsibility and clear the channel.

Enclosed you will find two sketch maps showing the ground at each of these sites with a key showing the points at which the accompanying photographs were taken.

I am attaching hereto a copy of a report from Mr. Merrill bearing on the subject.

Very truly yours,

Tom Edwards
Division Engineer

By L. H. Young

L. H. Young,
Ass't Division Engineer

LHY/ds
encls.

RECEIVED
[illegible] 1954

FORM 230—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
16 December 1954

SUBJECT:

To: Mr Tom Edwards
Division Engineer
Oregon State Highway Dept
Roseburg, Oregon

Attn: Mr H L Young

Dear Sir:

In regard to the letter from the Rogue Soil Conservation District, I am submitting sketches and pictures showing Bear Creek Channel at the Lathrop gravel bar and Jackson and Dean Creeks on State property northeasterly of Station 450 as they exist today.

Case #1 - Lathrop and Moore Gravel Bars:

I would recommend that the gravel dikes be removed from Bear Creek. Newport Construction Company's dragline (without bucket) is still at the gravel bar and I would estimate two days' work with their dragline at a cost of $300.00 would open up the channel satisfactorily.

Picture #9 shows erosion of north bank of Bear Creek on Moore property. Approximately 20 feet of bank had eroded during the flood of January 1954. None of the contractor's operations has effected the erosion of the north bank.

I would recommend that if revetment work is necessary to wait until one high water to see where revetment work is needed.

Case #2 - State-owned Land (formerly Bert Caster property):

According to Roger Von der Hellen, it has been eight or nine years since the 1250-foot channel of Jackson Creek and 350-foot channel of Dean Creek has been cleared of briars and willows. Mr Von der Hellen says that in high water, Jackson Creek overflows its banks and deposits silt on his property.

I would estimate that it would take a four-man crew three days to do the required clearing at a cost of $200.00. Three days work with a 3/4-yard dragline at a cost of $450.00 would be required to clean out the channel and construct a small dike on the easterly bank of Jackson Creek.

Very truly yours,

W B Merrill

W B MERRILL
Resident Engineer

WBM/f
Enc - maps 2
photofolder 1

## ASSIGNMENT

Date: December 10, 1954 No. 5[illegible]5 By WCW

Description: Copy of letter from Mr. Glaisyer, 12-6-54, to W.B.Tucker, Secy, Rogue Soil Cons. District, PO Box 1069, Medford, Ore., enclosing copy of letter from Mr. Tucker, re correcting 2 erosion problems--Bear Creek channel in Central Point area, and near junction of Deans Creek & Jackson Creek near B. Caster Farm.

Acknowledged by____ Referred to H.G.Smith

- XX Investigate and report with recommendation
- — Such action as necessary and report
- — Comment or recommendation
- — Return with rough draft of reply
- — Prepare reply for signature of Mr.________
- — Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 12-23-54 Report Received__________

---

rvation District
Box 1069
d, Oregon

Supervisors
Mrs. Katheryn Heffernan
Andrew E. Stevens
Harlan Cantrall
Henry Enders

on

District was organized by land owners
purpose in mind of conserving the soil,
ing the resources of our community. The
te cooperative efforts of all individuals

eeting in regular session on Thursday,
thorizing the secretary to direct a letter
ather extreme cases wherein your depart-
deration to, and in the hopes of enlisting
the hazards may be reduced or eliminated.

Your department acquired approximately 11.8 acres of land as a gravel pit on Bear Creek just off of Upton Road (B. B. Moore and A. T. Lathrop properties) in the Central Point area.

Gravel was removed principally from the main Bear Creek channel just up stream from the newly erected County Bridge. When your contractors' equipment was removed last month (November), the condition of the Bear Creek channel now presents a distinct serious erosion hazard to adjacent property as well as all down stream farm lands and structures. Jagged cuts in the bank remain and loose sand and gravel dikes that were constructed for temporary hauling of gravel and sand were left so as to obstruct the main channel. The above or up stream main channel was opened to direct the main stream directly toward an almost vertical exposed bank of farm land. The down stream section channel was permitted to be directed toward an unprotected county road fill that serves as an approach to the new concrete bridge. Fallen trees and debris were left in the channel which causes stream diversion. In other words, our board considers this newly disturbed area now presents a distinct erosion hazard especially this time of year when high water may be anticipated.

## ASSIGNMENT

Date: January 31, 1955 No. 5652 By wcw

Description: Mr. Smith's letter of 12-21-55 and attached file (7) regarding work on the Lathrop bar on Bear Creek which was left in a dangerous condition

Acknowledged by____ Referred to Smith ✓

X Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: If this work not done, please arrange to do so.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-18-55 Report Received__________

---

ervation District
Box 1069
d, Oregon

Supervisors
Mrs. Katheryn Heffernan
Andrew E. Stevens
Harlan Cantrall
Henry Enders

on

District was organized by land owners
purpose in mind of conserving the soil,
ng the resources of our community. The
e cooperative efforts of all individuals

eeting in regular session on Thursday,
thorizing the secretary to direct a letter
ather extreme cases wherein your depart-
deration to, and in the hopes of enlisting
he hazards may be reduced or eliminated.

Your department acquired approximately 11.8 acres of land as a gravel pit on Bear Creek just off of Upton Road (B. B. Moore and A. T. Lathrop properties) in the Central Point area.

Gravel was removed principally from the main Bear Creek channel just up stream from the newly erected County Bridge. When your contractors' equipment was removed last month (November), the condition of the Bear Creek channel now presents a distinct serious erosion hazard to adjacent property as well as all down stream farm lands and structures. Jagged cuts in the bank remain and loose sand and gravel dikes that were constructed for temporary hauling of gravel and sand were left so as to obstruct the main channel. The above or up stream main channel was opened to direct the main stream directly toward an almost vertical exposed bank of farm land. The down stream section channel was permitted to be directed toward an unprotected county road fill that serves as an approach to the new concrete bridge. Fallen trees and debris were left in the channel which causes stream diversion. In other words, our board considers this newly disturbed area now presents a distinct erosion hazard especially this time of year when high water may be anticipated.

[illegible]gue Soil Conservation District
P. O. Box 1069
Medford, Oregon

Don Minear, Chrm.
C. W. Jensen, Vice-Chrm.
Delmar Smith, Treas.
W. B. Tucker, Secy.

Supervisors
Mrs. Katheryn Heffernan
Andrew E. Stevens
Harlan Cantrall
Henry Enders

The Oregon State Highway Commission
State Highway Building
Salem, Oregon

Honored Sirs:

The Rogue Soil Conservation District was organized by land owners of Jackson County with the chief purpose in mind of conserving the soil, prevention of erosion and improving the resources of our community. The land owners of the district invite cooperative efforts of all individuals and groups toward this goal.

The Board of Supervisors, meeting in regular session on Thursday, December 2, went on record as authorizing the secretary to direct a letter to your body, pointing out two rather extreme cases wherein your department is petitioned to give consideration to, and in the hopes of enlisting your aid in correcting so that the hazards may be reduced or eliminated.

Case No. 1

Your department acquired approximately 11.8 acres of land as a gravel pit on Bear Creek just off of Upton Road (B. B. Moore and A. T. Lathrop properties) in the Central Point area.

Gravel was removed principally from the main Bear Creek channel just up stream from the newly erected County Bridge. When your contractors' equipment was removed last month (November), the condition of the Bear Creek channel now presents a distinct serious erosion hazard to adjacent property as well as all down stream farm lands and structures. Jagged cuts in the bank remain and loose sand and gravel dikes that were constructed for temporary hauling of gravel and sand were left so as to obstruct the main channel. The above or up stream main channel was opened to direct the main stream directly toward an almost vertical exposed bank of farm land. The down stream section channel was permitted to be directed toward an unprotected county road fill that serves as an approach to the new concrete bridge. Fallen trees and debris were left in the channel which causes stream diversion. In other words, our board considers this newly disturbed area now presents a distinct erosion hazard especially this time of year when high water may be anticipated.

We respectively request assistance in opening the main channel and installation of revetments along the exposed banks to prevent serious erosion and property damage that may be anticipated at the first high water.

Case No. 2

Serious previous floods have occurred on Jackson Creek and Deans Creek. Cooperating land owners had approved plans for channel clearance prior to the construction of the new highway from Blackwell Hill to Central Point. Your department purchased the Bert Caster Farm unit in total. There is now a bottleneck of approximately 1500 to 2000 feet of channel clearance work badly needed at or near the junction of Dean and Jackson Creeks. The above or up stream area of Jackson Creek has just recently been completely cleared to the Heffernan and Hanley farms near the town of Jacksonville. The uncleared area is located on land owned by the Oregon State Highway Dept. The channel clearance up stream from your property will permit greater volume of water with greater velocity but when it reaches this 1500 to 2000 feet section of overgrown willow, briars, etc., the water will no doubt flood the adjacent land. These land owners are particularly concerned at the present time.

Please pardon the length of this letter; however, our organization is very anxious to enlist your cooperation in correcting these conditions. Our Supervisors invite you or your associates to meet with them in a discussion and if possible, to develop a plan that may eliminate these hazards.

Very truly yours,

ROGUE SOIL CONSERVATION DISTRICT

By: W. B. Tucker, Secretary

WBT:la

RECEIVED
DEC 6 1954
OREGON
STATE HIGHWAY COMMISSION

Jackson Crk
Up Stream
from Second Bridge

17

900

Down stream
from second Bridge

#2

006

12/13/54

#3

Dean Crk
upstream from
Junction

006

12/13/54

#4

Junction
Dean & Jackson Crk.

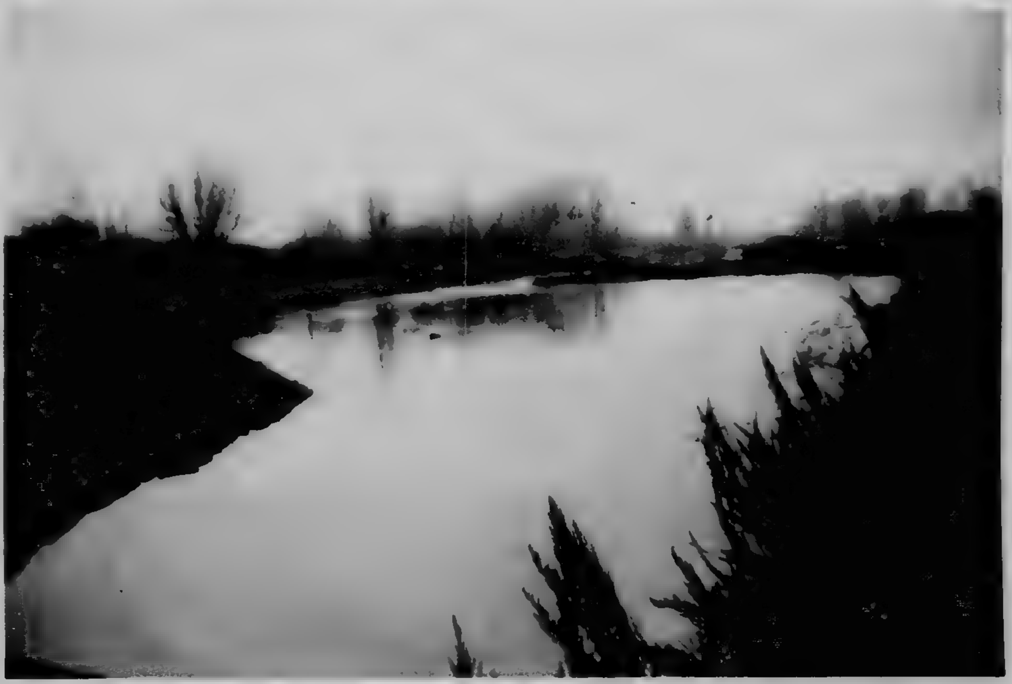
006

12/13/54

# ~~4~~ 5

Lathrop Bar on Bear Crk

15-1035



006

12-35

#56
Lathrop Bar on Bear Crk
15-1035

12/13/54

#67

Lathrop Bar ... Bear Crk
15-1035

006

2.13.54

#78

Lathrop Bar on Bear Crk

15-1035

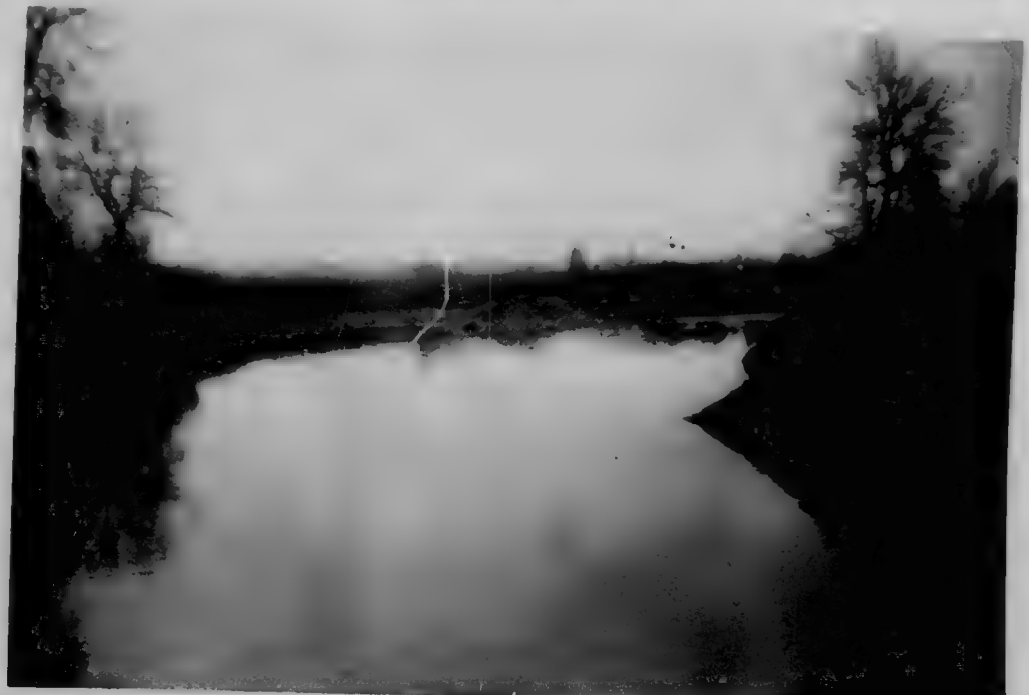
C06

12/18/54

#F9

Lathrop Bar on Bear Crk

15-1035



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#10
Lathrop Bar on Bear Crk
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12/13/54

#11
Lathrop Bar on Bear Crk
15-1035

OREGON STATE HIGHWAY DEPARTMENT

SEVEN OAKS – [illegible] UNIT

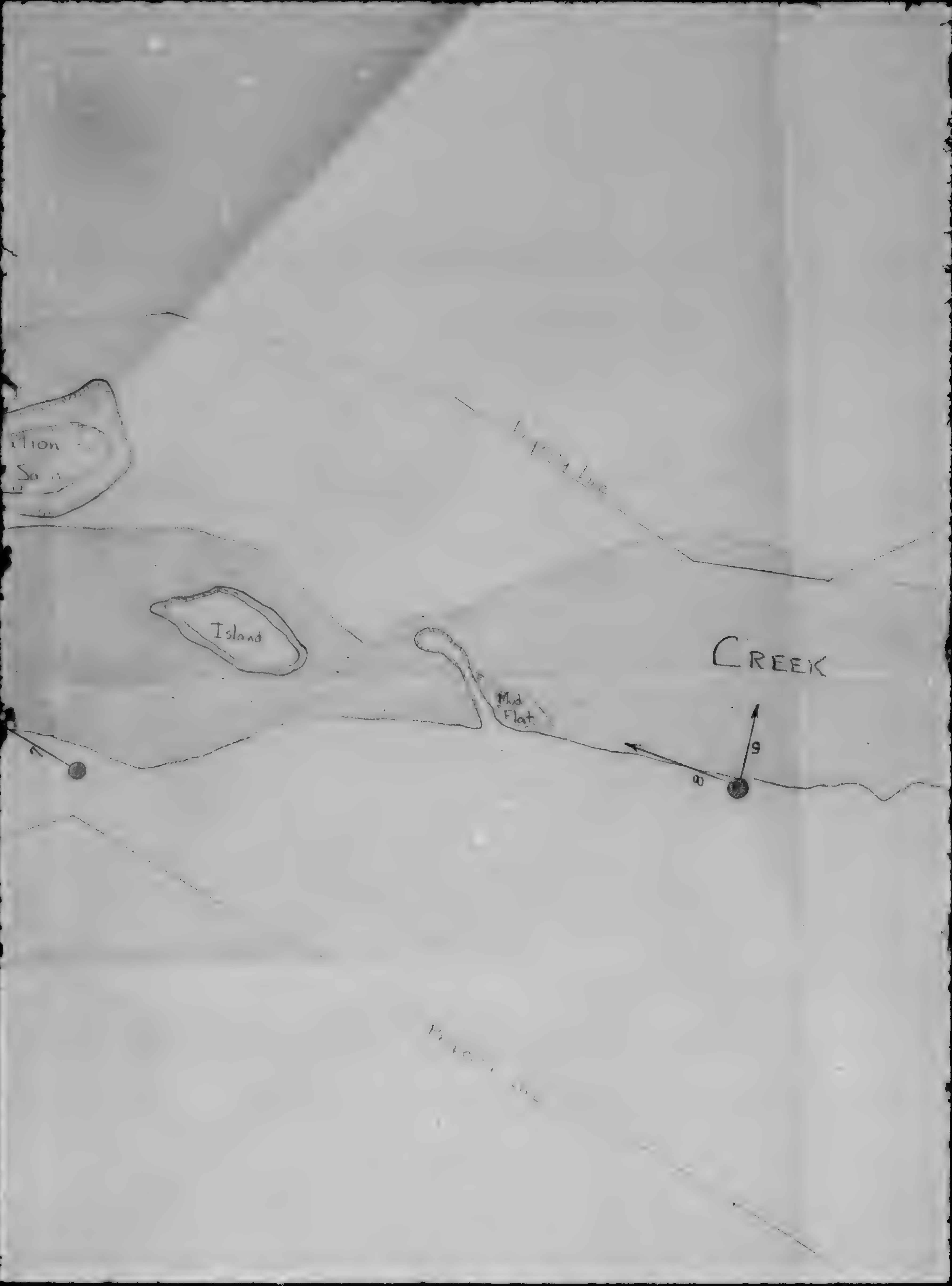
BLACKWELL HILL [illegible] SECTION

MAP OF LATHROP GRAVEL BAR

PACIFIC HIGHWAY

JACKSON COUNTY

DEC. 1924 SCALE 1" = 100'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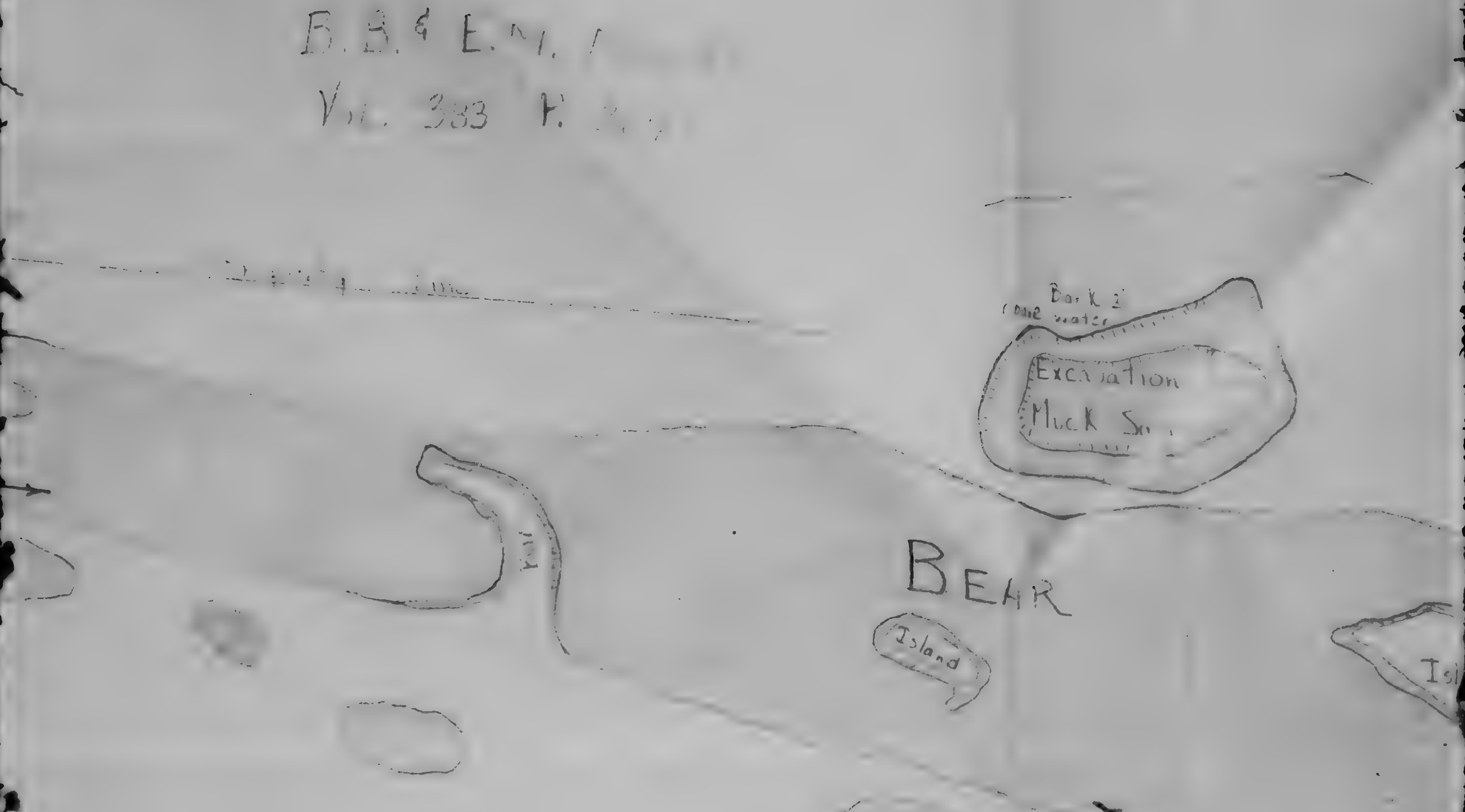
B. B. & E. M.
Vol. 383 P.
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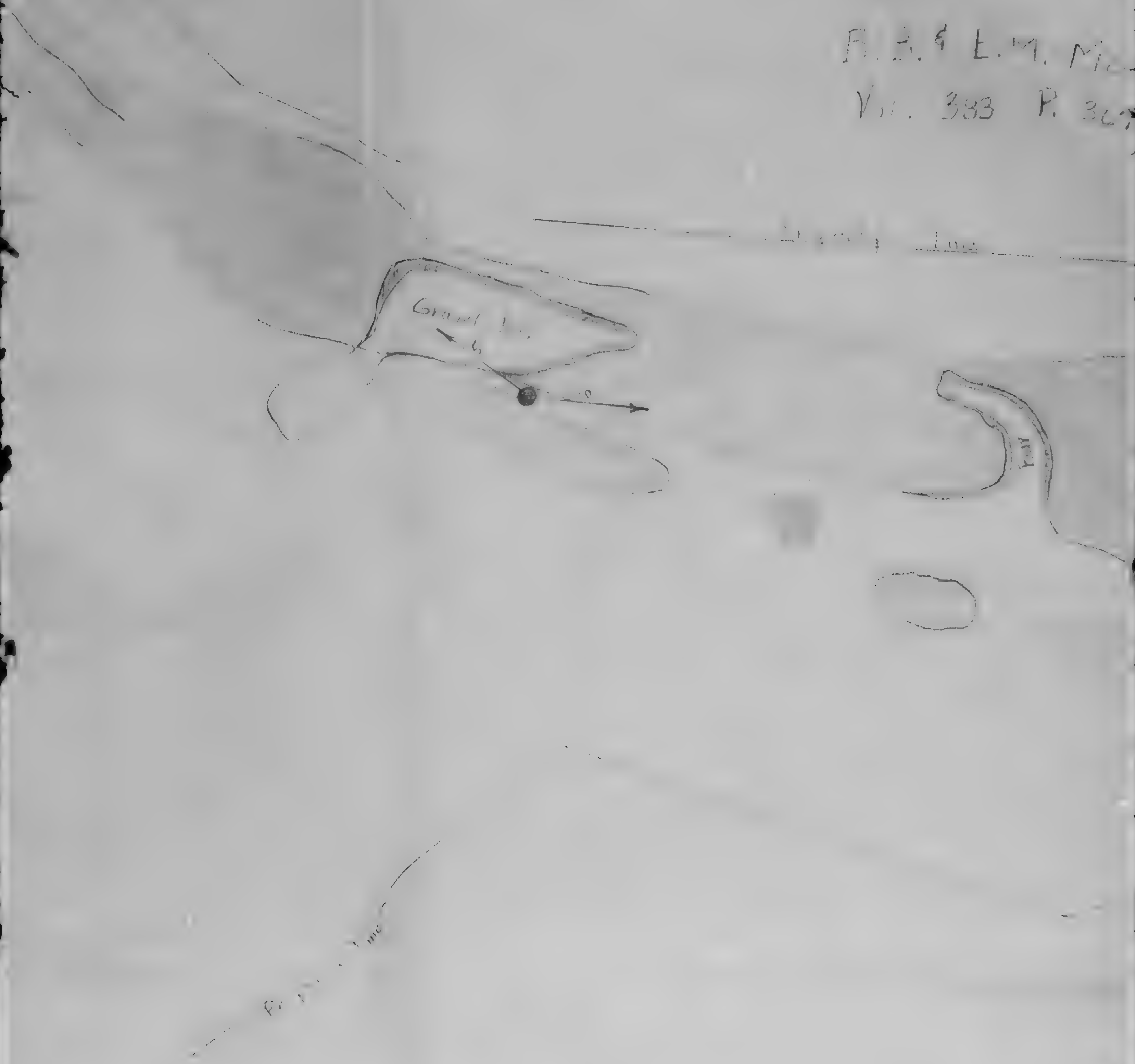
A. B. & E. M. Mc
Vol. 383 P. 36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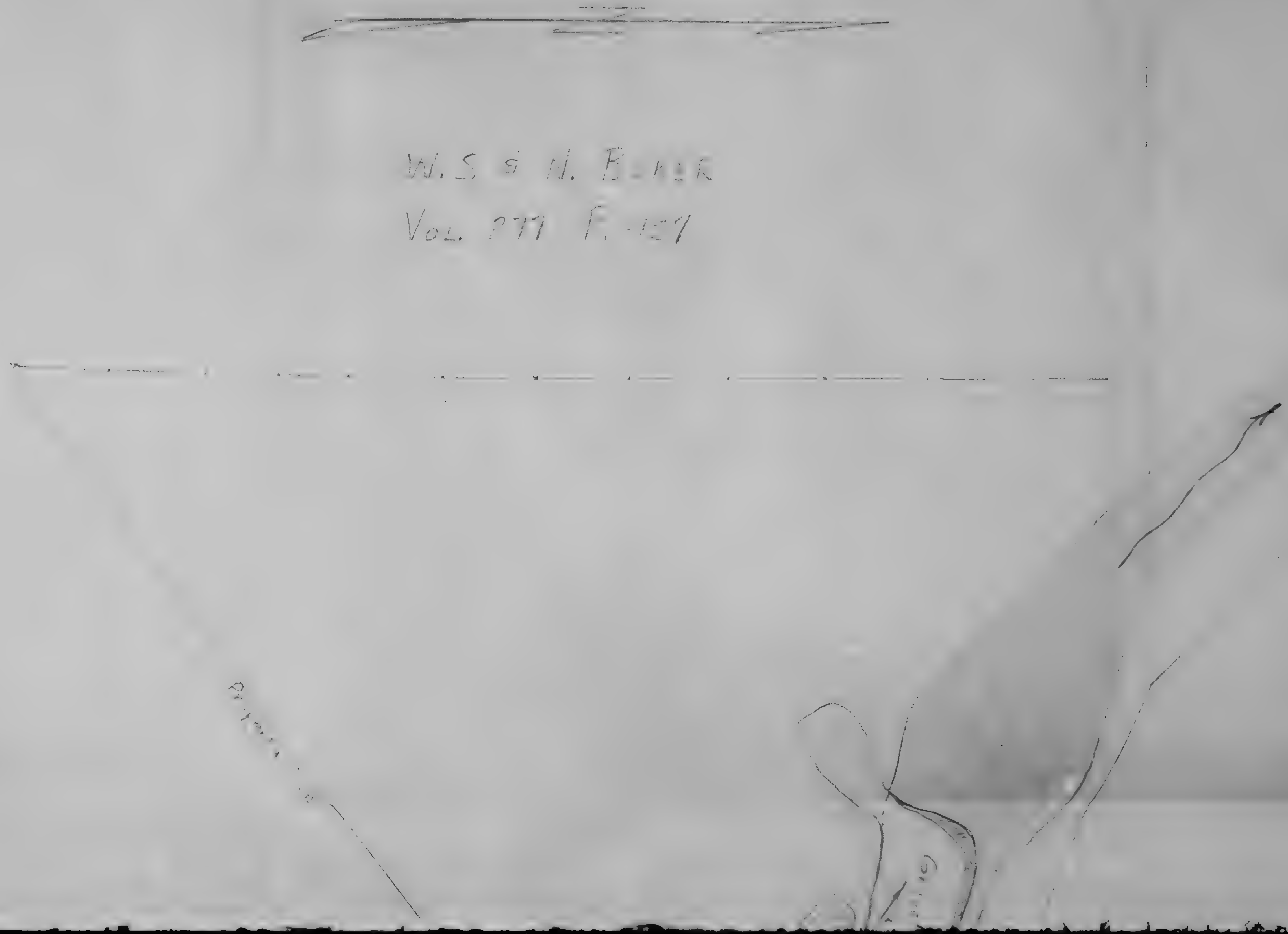
W.S & H. BAKER
VOL. 271 P. 157
Property

BLACKWELL HILL-[illegible] UNIT
BLACKWELL HILL-MEDFORD SECTION
MAPS OF GRIFFIN & DEAN CREEKS

OREGON STATE HIGHWAY DEPARTMENT
PACIFIC HWY JACKSON CO
DECEMBER [illegible] 1954 SCALE 1"

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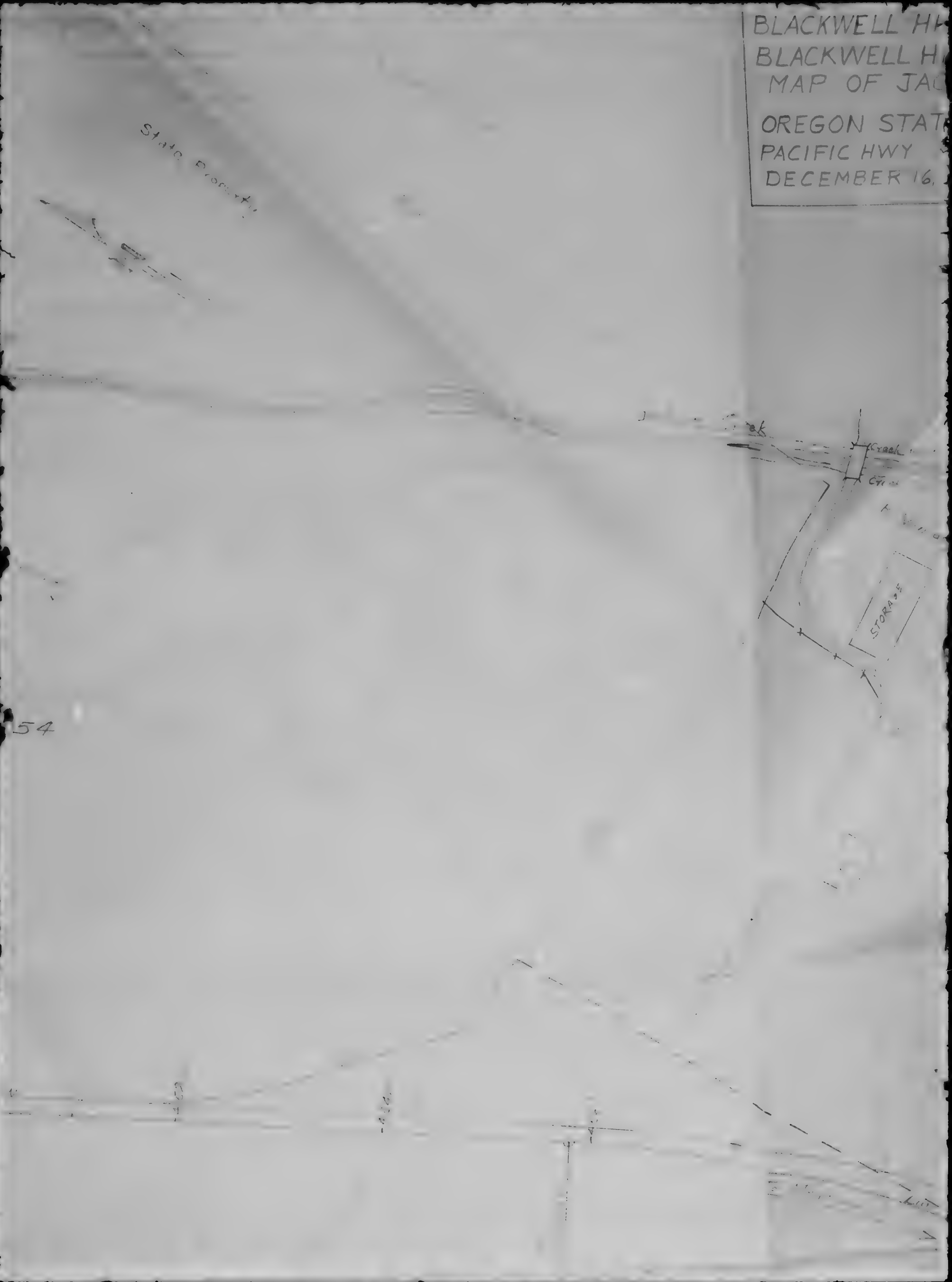
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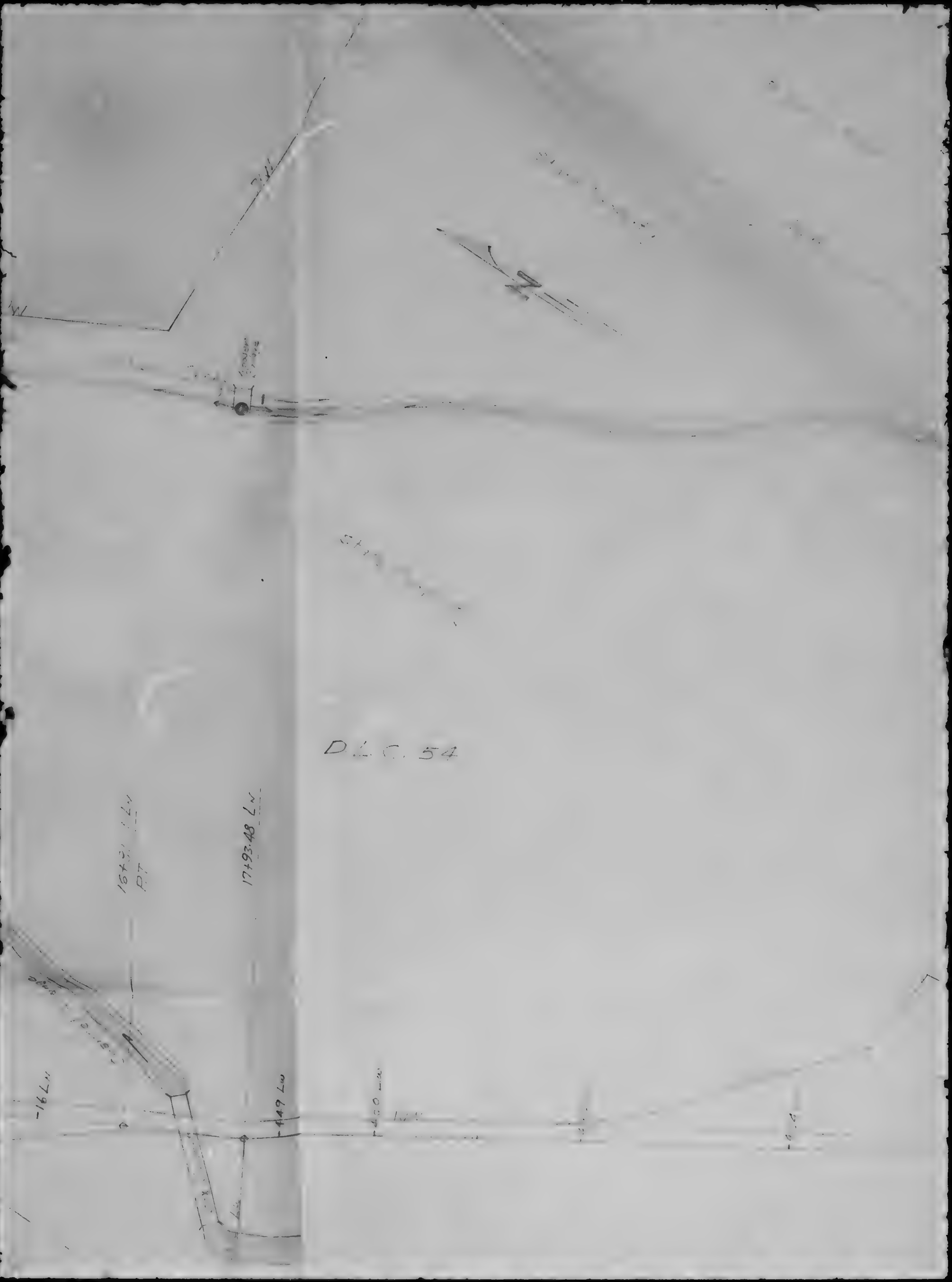D.L.C. 54
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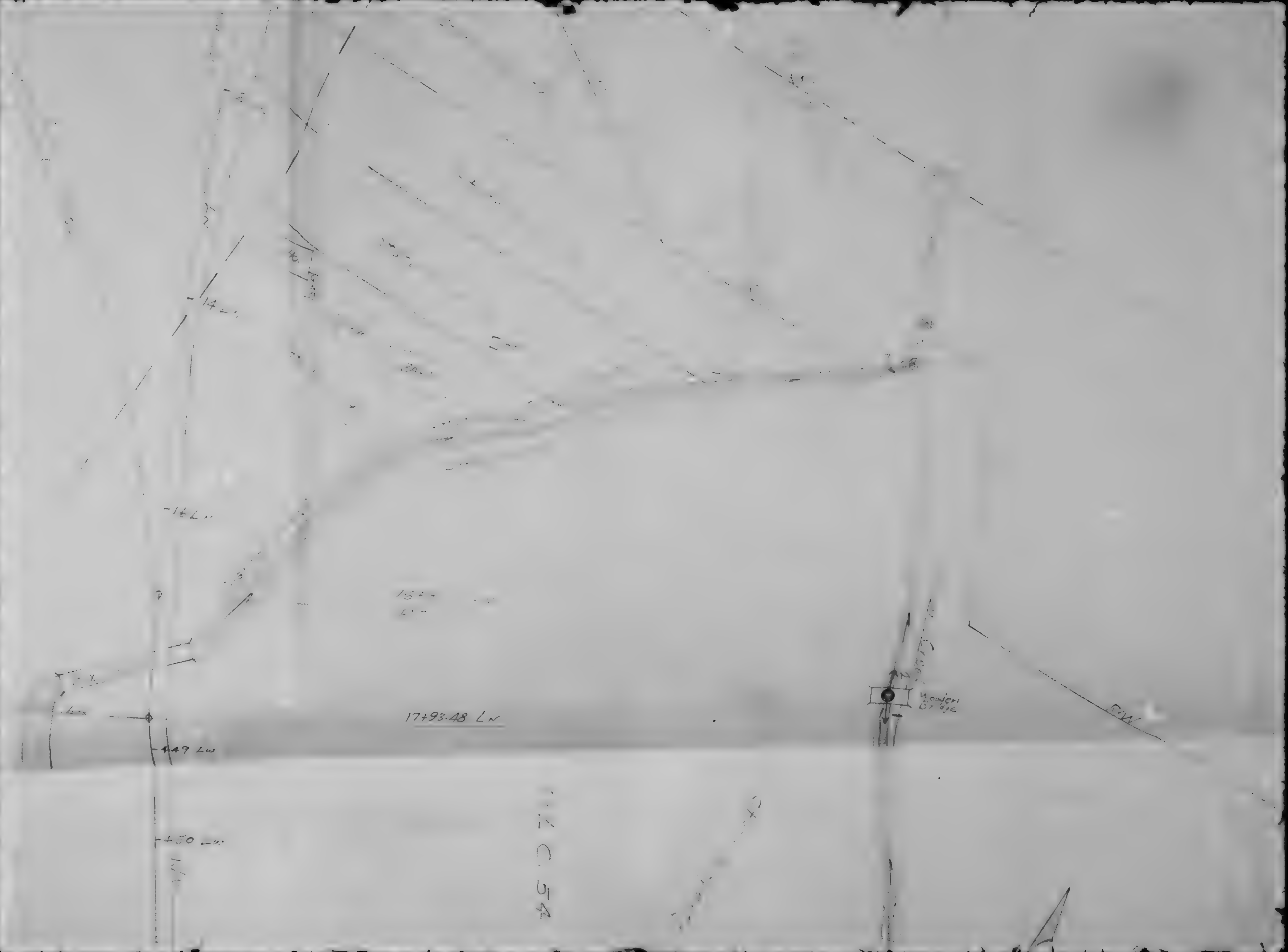
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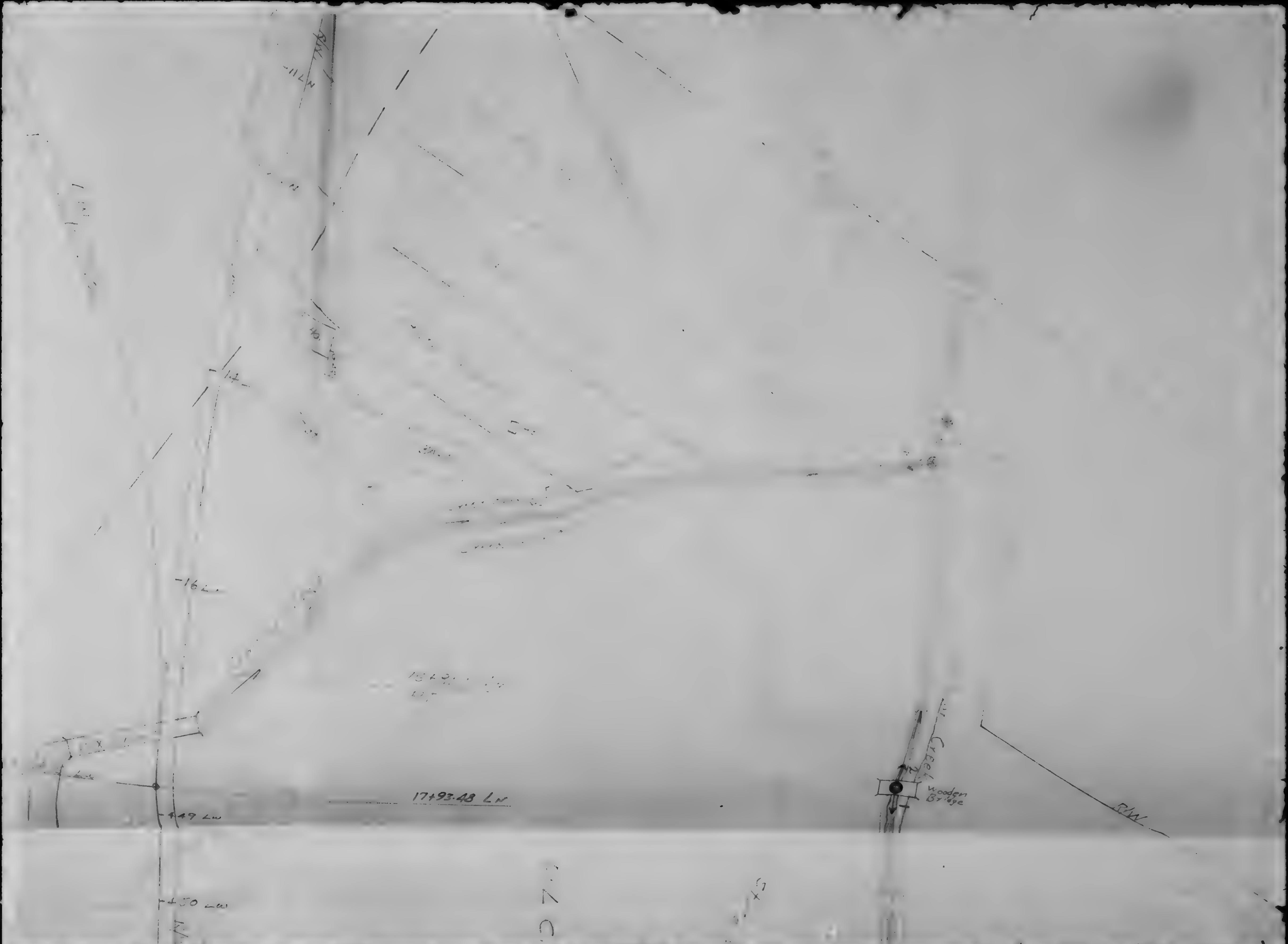
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DEC 14 1954
FOR FILING

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| 1F-1-1 (17) |
| " 1 |

December 13, 1954

Mr. W. D. Merrill
Resident Highway Engineer
Medford, Oregon

Dear Sir:

This is to advise you that, at its last meeting, the Highway Commission approved an increase of $78,000.00 in project authorization on Contract No. 4064, Seven Oaks-Medford Unit, Blackwell Hill-Medford Section in Jackson County.

The total present construction authorization is $545,282.03.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:ia

cc: Tom Edwards

RECEIVED
JUN 8 1955
FOR FILING

report pending

December 6, 1954

Mr. W. B. Tucker, Secretary
Rogue Soil Conservation District
P. O. Box 1069
Medford, Oregon

Dear Mr. Tucker:

Received in today's mail was your letter requesting assistance from the State Highway Commission in correcting two erosion problems in your vicinity -- one being Bear Creek channel in the Central Point area, and the other being near the junction of Deans Creek and Jackson Creek opposite the Bert Caster Farm, which was acquired by the State Highway Department in connection with construction of the new highway from Blackwell Hill to Central Point.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission. You will be informed when action has been taken in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

NOTED
H. B. GLAISYER

gue Soil Conservation Distric
P. O. Box 1069
Medford, Oregon

Don Minear, Chrm.
C. W. Jensen, Vice-Chrm.
Delmar Smith, Treas.
W. B. Tucker, Secy.

Supervisors
Mrs. Katheryn Heffernan
Andrew E. Stevens
Harlan Cantrall
Henry Enders

The Oregon State Highway Commission
State Highway Building
Salem, Oregon

Honored Sirs:

The Rogue Soil Conservation District was organized by land owners of Jackson County with the chief purpose in mind of conserving the soil, prevention of erosion and improving the resources of our community. The land owners of the district invite cooperative efforts of all individuals and groups toward this goal.

The Board of Supervisors, meeting in regular session on Thursday, December 2, went on record as authorizing the secretary to direct a letter to your body, pointing out two rather extreme cases wherein your department is petitioned to give consideration to, and in the hopes of enlisting your aid in correcting so that the hazards may be reduced or eliminated.

Case No. 1

Your department acquired approximately 11.8 acres of land as a gravel pit on Bear Creek just off of Upton Road (B. B. Moore and A. T. Lathrop properties) in the Central Point area.

Gravel was removed principally from the main Bear Creek channel just up stream from the newly erected County Bridge. When your contractors' equipment was removed last month (November), the condition of the Bear Creek channel now presents a distinct serious erosion hazard to adjacent property as well as all down stream farm lands and structures. Jagged cuts in the bank remain and loose sand and gravel dikes that were constructed for temporary hauling of gravel and sand were left so as to obstruct the main channel. The above or up stream main channel was opened to direct the main stream directly toward an almost vertical exposed bank of farm land. The down stream section channel was permitted to be directed toward an unprotected county road fill that serves as an approach to the new concrete bridge. Fallen trees and debris were left in the channel which causes stream diversion. In other words, our board considers this newly disturbed area now presents a distinct erosion hazard especially this time of year when high water may be anticipated.

ACKNOWLEDGE
H. B. GLAISYER

We respectively request assistance in opening the main channel and installation of revetments along the exposed banks to prevent serious erosion and property damage that may be anticipated at the first high water.

Case No. 2

Serious previous floods have occurred on Jackson Creek and Deans Creek. Cooperating land owners had approved plans for channel clearance prior to the construction of the new highway from Blackwell Hill to Central Point. Your department purchased the Bert Caster Farm unit in total. There is now a bottleneck of approximately 1500 to 2000 feet of channel clearance work badly needed at or near the junction of Dean and Jackson Creeks. The above or up stream area of Jackson Creek has just recently been completely cleared to the Heffernan and Hanley farms near the town of Jacksonville. The uncleared area is located on land owned by the Oregon State Highway Dept. The channel clearance up stream from your property will permit greater volume of water with greater velocity but when it reaches this 1500 to 2000 feet section of overgrown willow, briars, etc., the water will no doubt flood the adjacent land. These land owners are particularly concerned at the present time.

Please pardon the length of this letter; however, our organization is very anxious to enlist your cooperation in correcting these conditions. Our Supervisors invite you or your associates to meet with them in a discussion and if possible, to develop a plan that may eliminate these hazards.

Very truly yours,

ROGUE SOIL CONSERVATION DISTRICT

By: W. B. Tucker
W. B. Tucker, Secretary

WBT:la

RECEIVED
1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1954
FOR FILING

November 24, 1954

Oregon State Highway Commission

Gentlemen:

It is apparent that we will have quite a material overrun of the project authorization on the Seven Oaks-Medford Unit of the Pacific Highway in Jackson County. Quantities computed as of now indicate that upon completion of the job next spring the overrun will be 14.7 per cent, or $78,000. This overrun is accounted for principally by three major items, one being 18-inch sewer pipe, which overran some $15,000. We had hoped that the drainage could be handled by surface drainage, but due to right-of-way difficulties and increased building activities it was deemed advisable to install a storm sewer system in order to adequately care for the situation. The second major item was in gravel base materials, which overran approximately $26,000, this being occasioned by the fact that such a large amount of unsuitable materials were encountered in the designated Bear Creek gravel pit that it was found necessary to abandon this pit and obtain the materials from the Rogue River, which involved a material increase in the haul distance. The third major item of overrun was in asphaltic concrete, amounting to slightly in excess of $36,000, this overrun having been required to obtain a smooth and adequate reinforcement of the old pavement. The original plans called for only one and one-half inches of asphaltic concrete over the old pavement, but it was not possible to obtain a satisfactory riding surface with necessary stability and the thickness was increased to three and one-half inches over the old pavement.

This matter will be on the next agenda, and it is respectfully requested that you approve additional project authorization on Contract No. 4964 in the amount of $78,000. Additional financing is not required, as this overrun will be more than offset by underruns on other projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. C. H. Maison

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FOR FILING

FORM E-30X 37½ 8-54 73730

FI-131(16)

" 1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The sub-contract between R. A. Heintz Construction Company and Warren Northwest Incorporated covering the placing of Items 31 and 34 to 39, inclusive, on the Seven Oaks-Medford Contract No. 4064, Oregon EFI-131 (16), is approved, and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

RECEIVED
OCT 5 - 1954
FOR FILING

1935-A

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1954

SUBJECT:

NOTED
G. S. PAXSON

To:

~~Mr. W. C. Williams~~
~~Deputy State Highway Engineer~~
~~O F F I C E~~

RECEIVED
AUG 31 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

When right of way was acquired across the Crater Lake High School property at Central Point on the Seven Oaks-Medford Section, we were required to replace a fairly large sump that was located along the easterly side of the highway as the new construction would eliminate the school districts sump which was used for irrigation on the school grounds.

The sump collected water from Griffin Creek, which was pumped during the dry season only for irrigation of lawns and shrubbery.

Reconstruction of the sump proved impractical because there was no suitable place to rebuild it. In lieu of this, a plan was worked out whereby channel irons were placed in the easterly end of the Griffin Creek box culvert (double 9'x6') so that splash boards could be used to back water up in the culvert and creek for use of the school district. This arrangement, along with the moving of their pumphouse and some other rearranging, was acceptable to the school district, and reports indicate that it is functioning properly.

Original with map to Mr. Paxson - to prepare easement, if ok.

The school board has requested some kind of a permit which would indicate their right of use of the storage area, and, while the whole arrangement is a bit unusual, I believe in this case we should issue a special permit allowing them to store water by the use of splash boards in the culvert with the provision that they, the school board, be required to remove the splash boards at the completion of the irrigation season, and that they be responsible for any damage that might be caused by reason of the splash boards being left in place. Also, that the height to which the splash boards may be placed be limited to two feet from the floor of the culvert.

I am attaching copies of a sketch which shows the general layout and request that if this meets with your approval you return it to me and I will have the permit prepared.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jm
cc G. S. Paxson
[illegible]

Form A-100—531—6-52

BF-131(16)

**OREGON STATE HIGHWAY DEPARTMENT**

# Price Agreement

**APPLYING TO EXTRA WORK AND EXTRA MATERIAL**

4864

**Project Name** Seven Oaks - Medford Unit Blackwell Hill - Medford Section **Date** 26 July 1954, 19

**Highway** Pacific **Contract No.** 4064

**County** Jackson **Prefix** 15-1035

**Contractor** R A Heintz Construction Co **F. A. Project No.** BF-131(16)

**Address** 211 NE Columbia Blvd, Portland, Oregon **Price Agreement No.** 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:** To move pump house; to furnish and install brackets for splash boards and to furnish lumber for splash boards.

**Locations by station numbers:**

555+00

**Names of pay items, estimated quantities and agreed prices:**

| | | |
|---|---|---|
| Moving pump house | lump sum | $180.00 |
| Furnish, install brackets on Griffin Creek box culvert and lumber for splash boards | lump sum | 185.00 |
| | | $365.00 |

**Specifications, basis of measurement and other provisions:**

The agreed lump sum price of $180.00 for moving pump house to new location includes all labor and materials in constructing a concrete floor, 6'x8'x0.5' and moving building. For the agreed lump sum price of $185.00, contractor shall furnish and install brackets and lumber for splash boards; shall cut center wall and install 4" pipe.

OVER

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $ 467,282.03 |
| Present estimate of project cost, including $ 365.00 for work under this order | $ 468,167.13 |
| Expected ~~under-run~~ over-run (amount) | $ 885.10 |
| Expected ~~under-run~~ over-run (per cent) | 0.2% |

Space to right of this line is for use of Salem Office ✓

Submitted by: W B Merrill
Resident Engineer

Signed: R A Heintz Construction Co
Contractor

Approval Recommended:
Division Engineer

by:

Approval Recommended:
Construction—Bridge—Engineer

Approved:
State Highway Engineer

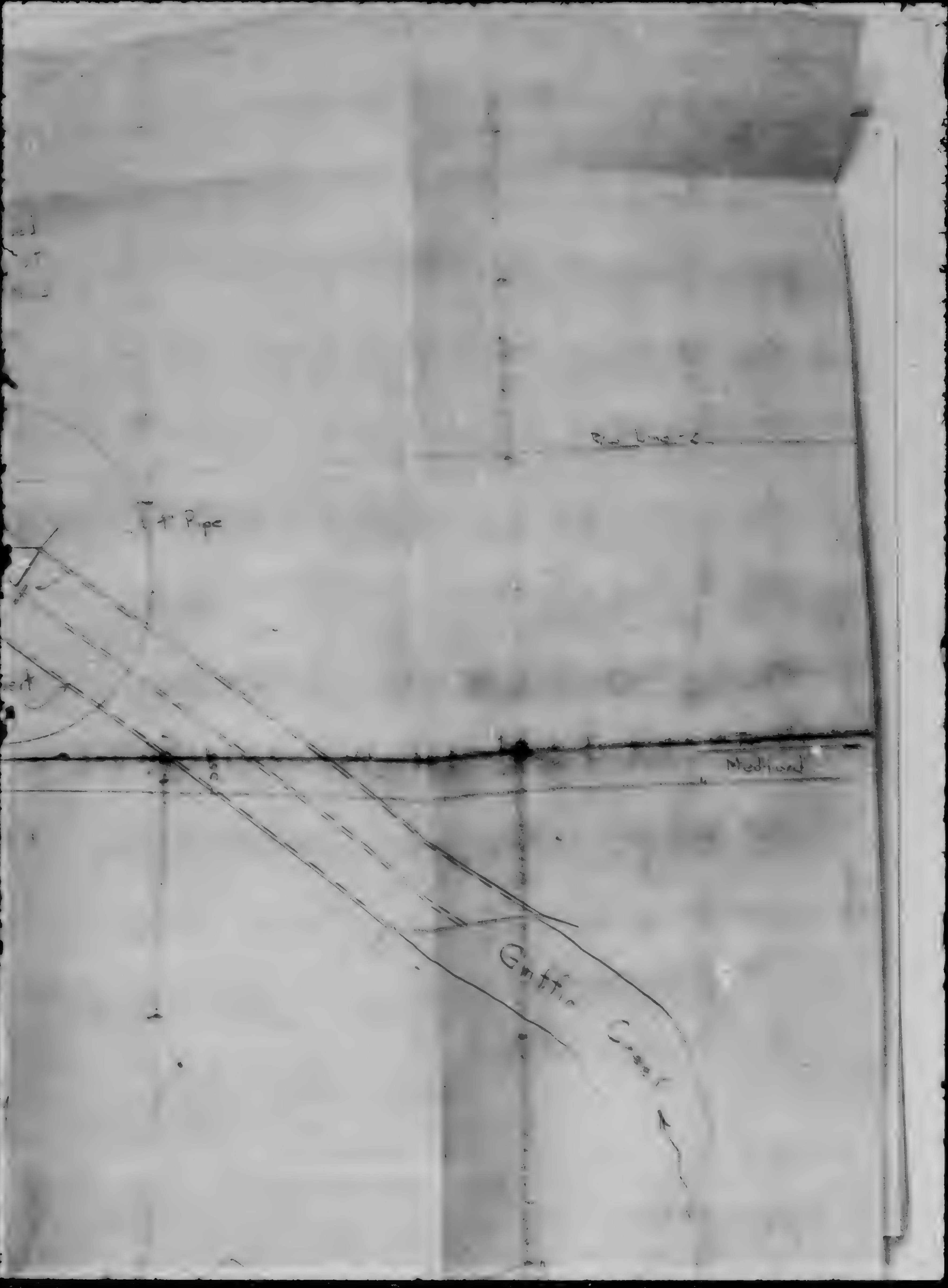
State Printing 60746

The brackets are to be 3" U channel iron 5'-0" long and the lumber is to be 2"x6" tongue and groove material for a height of 4'.

Midway in each barrel of culvert, a 4" piece of channel iron shall be constructed to roof and floor slab of culvert to support splash boards, so as to be removable.

Both barrels of concrete box culvert are to be used for storage of water for Crater High School irrigation.

Refer to School District #6 Real Estate Option, File #20976.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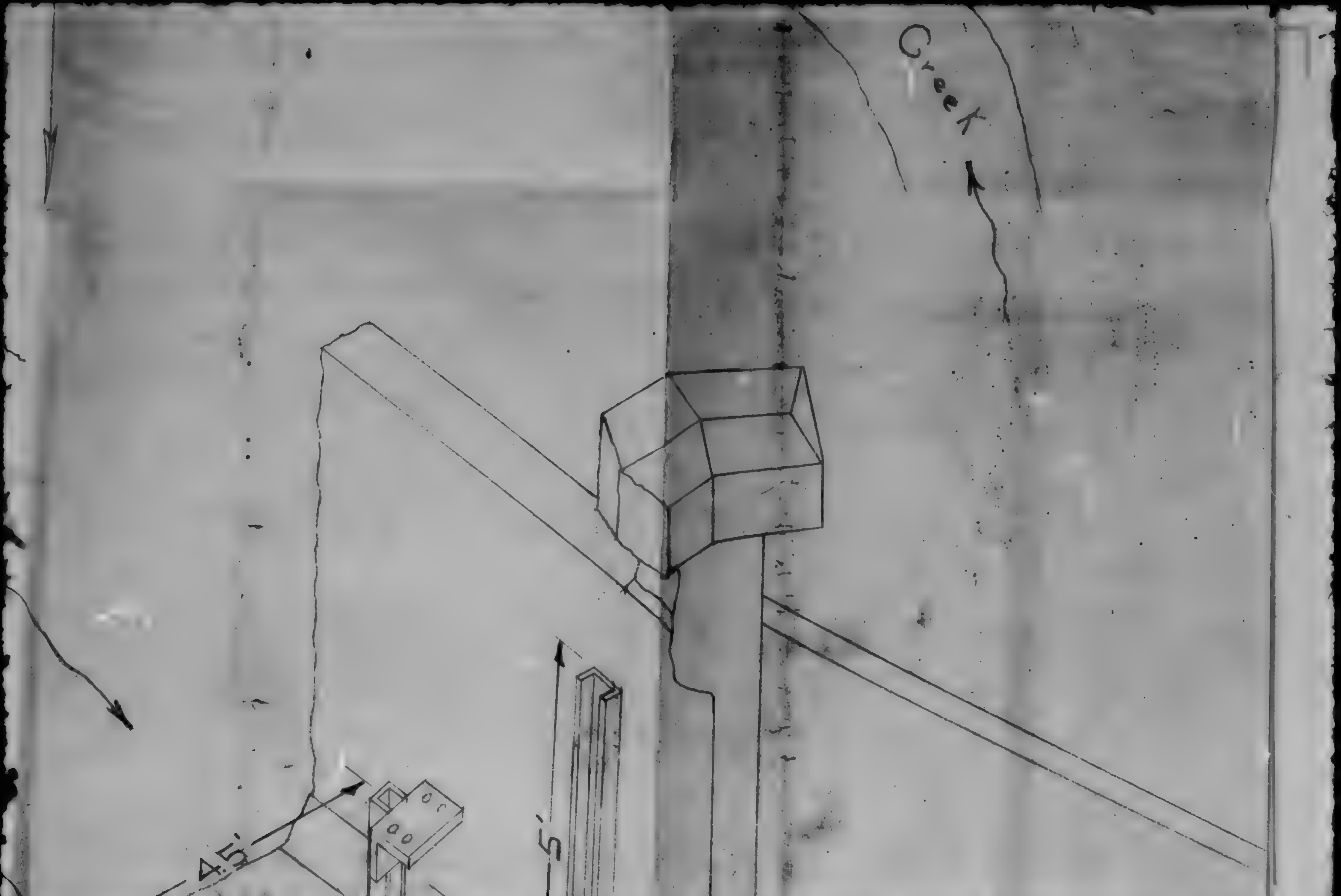
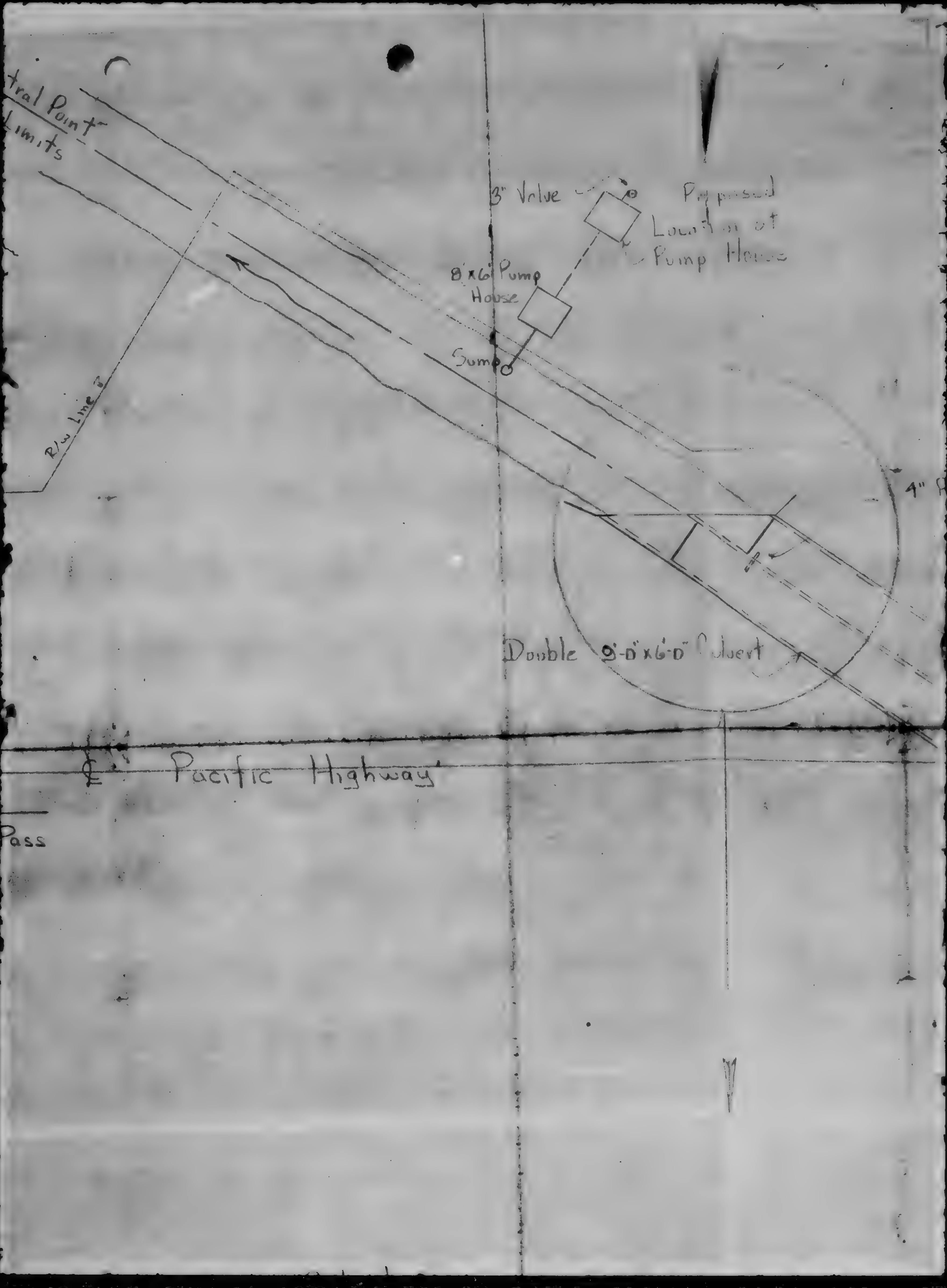
Medford
Griffin Canal



SEVEN OAKS - MEDFORD UNIT
BLACKWELL HILL - MEDFORD SECTION
PACIFIC HIGHWAY
JACKSON COUNTY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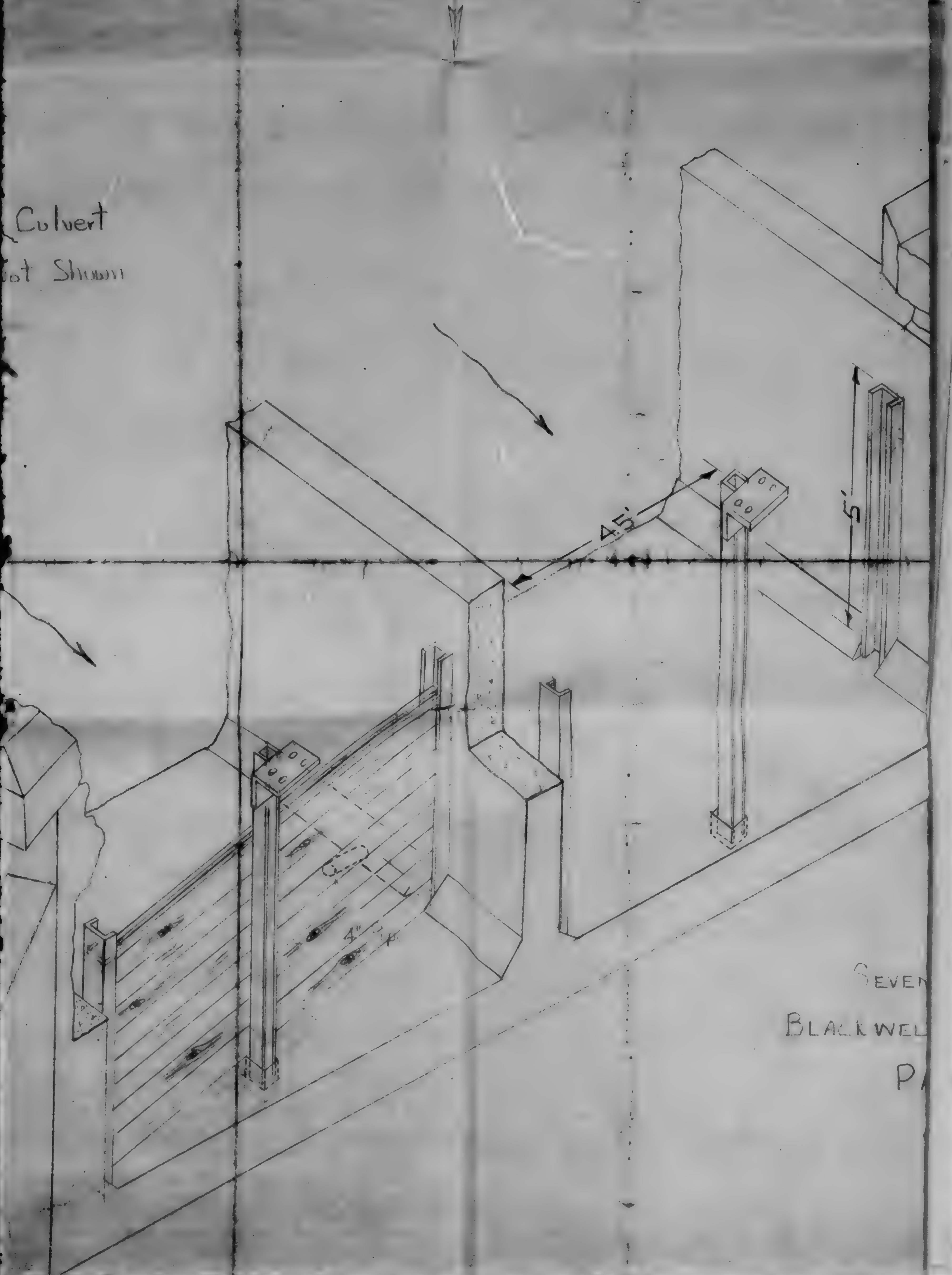
Limits
3" Valve
Proposed
Location of
Pump House
8'x6' Pump
House
Sump
R/W Line
4" P
Double 9'-0"x6'-0" Culvert
℄ Pacific Highway
Pass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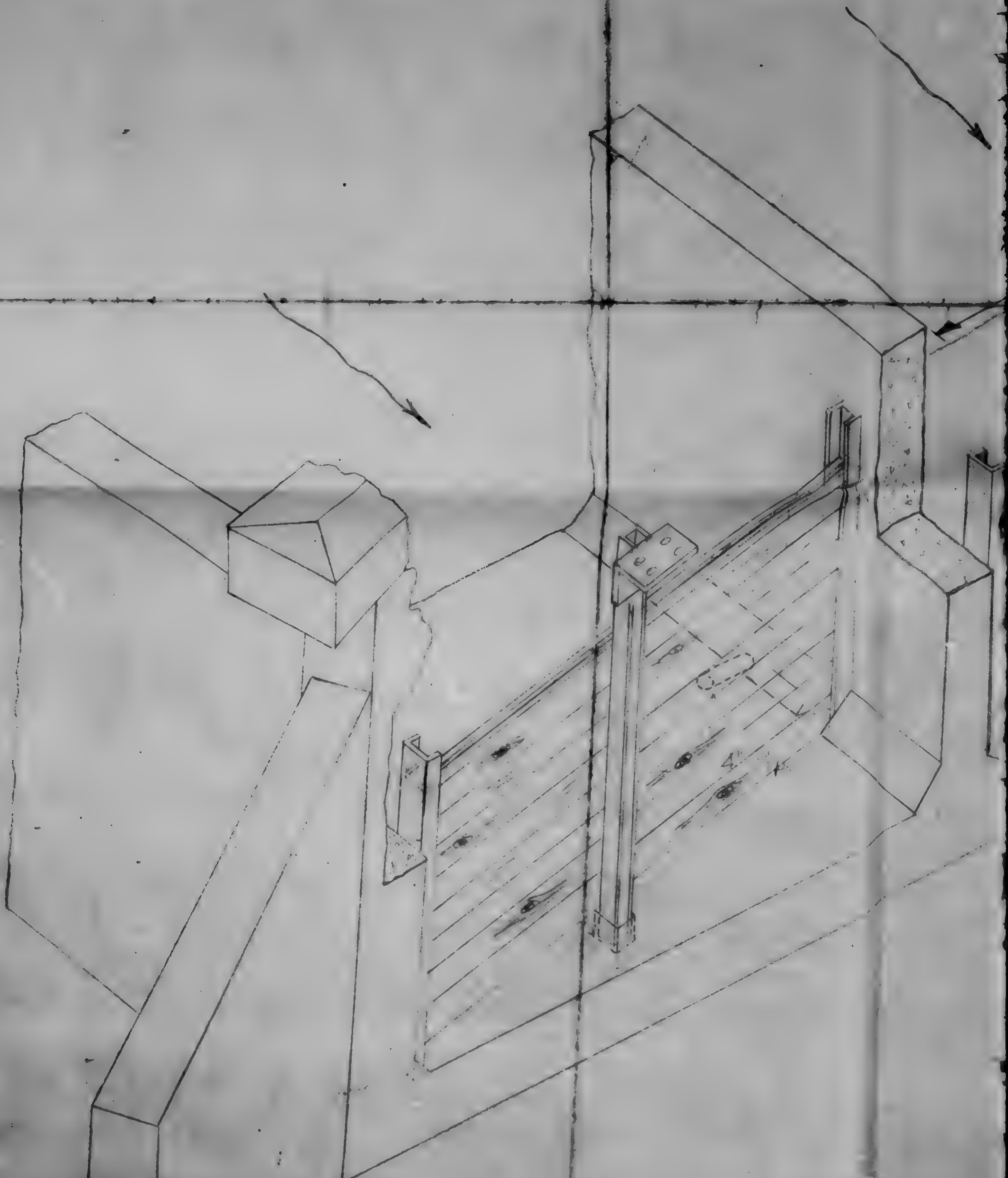
Double 9'-0" x 6'-0" Box Culvert

Apron and Cut-off Wall Not Shown



FORM E-30X 37½ 8-54 73730

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[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between R. A. Heintz Construction Company and Warren Northwest, Inc. covering the crushing of Items 30, 31, 32, 33, 36 and 40 to 42, inclusive, on the Seven Oaks-Medford Contract No. 4064, Oregon BFI-131 (16), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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JAN 18 1954
FOR FILING

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[illegible]

January 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 21, 1953 on Contract No. 4064, Seven Oaks-Medford Unit, Blackwell Hill-Medford Section, in Jackson County, in connection with Federal Aid Project No. EF-131(16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

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FOR FILING

F-121(16)

4064

January 8, 1954

R. A. Heints Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission December 11, 1953, as follows:

Contract No. 4063, covering the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

Contract No. 4064, covering the Seven Oaks-Medford Unit, Blackwell Hill-Medford Section of the Pacific Highway in Jackson County.

A copy of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Encls.

RECEIVED Jan 21
[illegible] 1954
FOR FILING

EF1-131(10)
4064

AGENDA
JAN 2 1 1954
34-2

R

December 11, 1953

R. A. Heinze Construction Company
211 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 accepted your proposals on a combination bid for grading and paving the Blackwell Hill-Seven Oaks Unit and Seven Oaks-Medford Unit of the Blackwell Hill-Medford Section of the Pacific Highway south of Gold Hill in Jackson County for the sum of $925,903.80 for the total combination bid and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and necessary right of way is acquired. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4063 and 4064, respectively.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc W. M. Franzwa (SIAC)
H. G. Smith
S. H. Probert
Goldie Lewis

E.R.

File ✓

BF-131([illegible])

4064

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-131 (16), Seven Oaks-Medford Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4064 to R. A. Heintz Construction Company of Portland, Oregon, low bidder in the total net amount of $925,903.80 on this project and Project BFI-131(15) at the October 29, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

BFI-131 (15)

1011

December 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, Project BFI-131 (15) to the R. A. Heintz Construction Co. of Portland, Oregon, on the basis of the bid of $526,017 submitted on October 29, 1953.

All rights of entry required for this contract are acquired.

The bid amount stated above is arrived at by subtracting from the gross bid of $531,698.00 a pro rata share ($5,681.00) of a lump sum reduction of $10,000 offered by the contractor to be allowed in the event he receives the awards of contracts for both the Blackwell Hill-Seven Oaks Project, BFI-131 (15), and the Seven Oaks-Medford Project, BFI-131 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gp

RECEIVED
FOR FILING

1.71-131 (8)

1661

December 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Blackwell Hill-Seven Oaks Section of the Pacific Highway in Jackson County, Project BFI-131 (15) to the R. A. Heintz Construction Co. of Portland, Oregon, on the basis of the bid of $526,017 submitted on October 29, 1953.

All rights of entry required for this contract are acquired.

The bid amount stated above is arrived at by subtracting from the gross bid of $531,698.00 a pro rata share ($5,681.00) of a lump sum reduction of $10,000 offered by the contractor to be allowed in the event he receives the awards of contracts for both the Blackwell Hill-Seven Oaks Project, BFI-131 (15), and the Seven Oaks-Medford Project, BFI-131 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
1953
FOR FILING

BF-131(10)

4004

BF-131(6)

November 4, 1953

R. A. Heintz Construction Company
[illegible]11 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on October 30, 1953 accepted your combination bid in the amount of $945,705.80 grading and paving the Blackwell Hill-Seven Oaks Unit, Blackwell Hill-Medford section of the Pacific Highway and also grading and paving the Seven Oaks-Medford Unit of the same section of highway in Jackson County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence from the Bureau of Public Roads has been received and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
E. M. Fransua, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

131(16)

October 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BF-131(16), Seven Oaks-Medford Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

RECEIVED
1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Seven Oaks - Medford **Highway:** Pacific

**County:** Jackson **Prefix:** 15-1485-1487 **Res. Engr.:** Glen Roberts

**Length of Project:** 4.93 Miles **Stations:** 466+00 to 726+00

The recommended total thickness of base course and wearing surface is 20 inches, on this combined project. The above is to supercede the recommended designs of June 16, 1953.

| Location | | Soil Characteristics | | | | | Required Thickness Traffic | | |
|---|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Light | Medium | Heavy |
| 460 ℄ | 1' - 4' | 67.2 | 26 | 9 | 12 | 35.2 | | | 24" |
| 489 ℄ | 1½' - 4' | 46.3 | 19 | 3 | 23 | 27.9 | | | 18" |
| 517 3' R | 1½' - 4' | 33.3 | 20 | 2 | 26 | 19.9 | | | 15" |
| 545+50 ℄ | 1½' - 4' | 74.9 | 21 | 9 | 13 | 45.0 | | | 23½" |
| 612+09, 18' R | 1.8'-3.5' | 51.9 | 29 | 14 | 18 | 29.1 | | | 21" |
| 698+09, 18' L | 1.2'-3.0' | 25.9 | 27 | 9 | 18 | 17.5 | | | 15" |

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
~~Ass't.~~ State Highway Engineer

cc
- Ass't. State Highway Engineer
- Construction Engineer
- Engineer of Materials
- Division Engineer (Tom Edwards)
- Resident Engineer (Glen Roberts)
- Office Engineer
- Soils Engineer

10/7/53

### OREGON STATE HIGHWAY DEPARTMENT
### CONSTRUCTION DIVISION

### Soils Section
### Subbase & Base Design

**Section:** Blackwell Hill-Central Point

**Highway:** Pacific

**County:** Jackson

**Prefix:** 15-1485-900

**Res. Engr.:** G. E. Roberts

**Length of Project:**

**Stations:**

The recommended total thickness of base course plus wearing surface is 15 inches. Design data as follows:

| Location | | Soil Characteristics | | | | | Required Thickness Traffic | | |
|---|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Light | Medium | Heavy |
| *239+75 | 0 - 21' | 9.1 | 21 | 0 | 60 | 1.8 | | | 9½" |

***Comment:**

Design is based primarily upon this granite cut material and other decomposed granite cut material near summit, to be used for select topping of all fills to a 1-foot depth, subject to the extent of the material. A check will be made after completed grading operations for possible reduction in base materials according to the stability of the subgrade, as material tested from Station 239+75 is not representative of all material to be used as topping.

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (G. E. Roberts)
Office Engineer
Soils Engineer

6/30/53

## OREGON STATE HIGHWAY DEPARTMENT
## CONSTRUCTION DIVISION

### Soils Section
### Subbase & Base Design

**Section:** Central Point - Medford

**Highway:** Pacific

**County:** Jackson **Prefix:** 15-1487-900

**Res. Engr.** G. E. Roberts

**Length of Project:**

**Stations:**

The recommended total thickness of base course and wearing surface is 21 inches. Design data as follows:

| Location | | Soil Characteristics | | | | | Required Thickness Traffic | | |
|---|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Light | Medium | Heavy |
| L 139, Rt. 18' | 1.8'-3.5' | 51.9 | 29 | 14 | 18 | 29.1 | | 13" | 21" |
| L 53, Lt. 18' | 1.2'-3.0' | 25.9 | 27 | 9 | 18 | 17.5 | | 10" | 15" |

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc Ass't. State Highway Engr.
Construction Enginner
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (G. E. Roberts)
Office Engineer
Soils Engineer

6/16/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Seven Oaks - Central Point **Highway:** Pacific

**County:** Jackson **Prefix:** 15-1485-900 **Res. Engr.:** Glen Roberts

**Length of Project:** **Stations:**

The recommended total thickness of base course and wearing surface is 20 inches. Design data as follows:

| Location | | | | | | | Required Thickness | | |
|---|---|---|---|---|---|---|---|---|---|
| | | % Pass | | | R | % | | Traffic | |
| Station | Depth | 200 | LL | PI | Value | Silt | Light | Medium | Heavy |
| L 460 ℄ | 1'-4' | 67.2 | 26 | 9 | 12 | 35.2 | | | 24" |
| L 489 ℄ | 1½'-4' | 46.3 | 19 | 3 | 23 | 27.9 | | | 18" |
| L 517, Rt.3' | 1½'-4' | 33.3 | 20 | 2 | 26 | 19.9 | | | 15" |
| L 545+50, ℄ | 1½'-4' | 74.9 | 27 | 9 | 13 | 45.0 | | | 23½" |

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (Glen Roberts)
Office Engineer
Soils Engineer

6/16/53

FI-161(19) Goshen-Coast Fork, Willa- [illegible]
mette R. Unit, Goshen-Divide
[illegible] Sec. of the Pac. Hwy.

Contract 4065

RECEIVED
SEP 11 1958
FOR FILING

| | | |
|---|---|---|
| Monthly transaction number<br>9/23 | For[illegible] 2A<br>(5-31-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | [illegible]e<br>Oregon |
| Project report number<br>EFI-161(19)<br>5 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>9-18-58 | County<br>Lane |
| | | Project number<br>EFI - 161(19) |

4065 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 14, 1953, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ 460,700 |
| Revised Federal funds | $ 241,016 |

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of September, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CG Polk

By C. G. Polk
Division Engineer

USComm-DC 11170

RECEIVED
JAN 5 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

Mr. F. C. Bash
Vice President and Treasurer
California Oregon Power Company
Medford, Oregon

W. C. WILLIAMS

Dear Sir:

We are processing your claim for $535.83, representing final payment for relocating transmission line 12 between Goshen and the Coast Fork of the Willamette River on U.S.99.

The matters contained in the last paragraph of your letter of December 16, 1955, will be covered by correspondence between our legal staff and Mr. Branchfield.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C H Maison
C. H. Maison
Auditor

CHM:cg

cc: W. C. Williams
C. W. Enfield
J. W. DeSouza

RECEIVED
1956
OFFICE OF
ENGINEER

RECEIVED
DEC 29 1955
FOR FILING

R. H. BALDOCK

De[illegible]ber 1, 1955

# FINAL COST ANALYSIS

Goshen-Coast Fork Willamette River Unit
Contract No. 4065

Pacific Highway
Prefix: 20-1084

Grading
Durbin Bros., Contractor
G. L. Decker, Resident Engineer

RF1-1(1)

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| **Clearing & Grubbing | 100% | All | $15,000.00 | $8,575.63 | $8,575.63 | $15,000.00 |
| Struc. Excav., Unclass. | 1589.7 | C.Y. | 3.00 | 2.17 | 3,453.26 | 4,769.10 |
| Trench Excav., Unclass. | 239.3 | C.Y. | 2.00 | 1.77 | 422.56 | 478.60 |
| Borrow Excav., Unclass. | 536,215.3 | C.Y. | 0.215 | 0.203 | 108.613.39 | 115,286.29 |
| General Excav., Unclass. | 212,363 | C.Y. | 0.22 | 0.207 | 44,015.66 | 46,719.86 |
| Short Overhaul | 3,249,894.7 | Yd.Sta. | 0.01 | 0.009 | 30,617.88 | 32,498.95 |
| Long Overhaul | 99,516.8 | C-Yd.Sta. | 0.35 | 0.330 | 32,814.83 | 34,830.88 |
| Finish R/B & Slopes | 8.73 | Mile | 1,000.00 | 910.51 | 7,948.71 | 8,730.00 |
| Rounding Cutbanks | 7125 | L.F. | 0.18 | 0.16 | 1,134.49 | 1,282.50 |
| 72" Corr. Metal Pipe | 224 | L.F. | 37.00 | 35.26 | 7,898.48 | 8,288.00 |
| 6" Perf. Metal Drain Pipe, Coated | 820 | L.F. | 1.80 | 1.65 | 1,354.71 | 1,476.00 |
| 12" Concrete Pipe | 1293 | L.F. | 1.85 | 1.71 | 2,211.90 | 2,392.05 |
| 18" Concrete Pipe | 2826 | L.F. | 3.20 | 3.29 | 9,309.42 | 9,043.20 |
| 24" Concrete Pipe | 1155 | L.F. | 4.50 | 4.76 | 5,497.11 | 5,197.50 |
| 36" Concrete Pipe | 267 | L.F. | 7.00 | 8.35 | 2,229.55 | 1,869.00 |
| 3/8"-0 Backfill in Drains | 240 | C.Y. | 5.00 | 4.38 | 1,051.86 | 1,200.00 |
| *Class "A" Concrete | 511.05 | C.Y. | 49.00 | 49.00 | 25,041.45 | 25,041.45 |
| *Metal Reinforcement | 80,940 | Lb. | 0.12 | 0.12 | 9,712.80 | 9,712.80 |
| Selected Roadbed Topping | 22,807 | C.Y. | 0.65 | 0.76 | 17,333.33 | 14,824.55 |
| 3/4-0 Mat'l. in Leveling Course | 4895.5 | C.Y. | 3.00 | 2.41 | 11,816.90 | 14,686.50 |
| Sprinkling | 1829 | M-Gal. | 2.50 | 2.09 | 3,821.68 | 4,572.50 |
| PA #1 18" Concrete Pipe | 219 | L.F. | 3.20 | 3.26 | 713.08 | 700.80 |

Contract No. 4065

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA #1 Struc. Excav., Unclass. | 323.1 | C.Y. | $ 3.00 | $ 2.52 | $ 813.11 | $ 969.30 |
| *PA #1 Reinf. Conc. Box, 6'x6'x9.4' | 4.29 | C.Y. | 49.00 | 49.00 | 210.21 | 210.21 |
| *PA #1 Cribbing, Shoring & Pumping | 100% | All | 885.00 | 885.00 | 885.00 | 885.00 |
| PA #2 Gen. Excav., Unclass. | 2021.3 | C.Y. | 0.22 | 0.207 | 418.95 | 444.69 |
| PA #2 Struc. Excav., Unclass. | 25.4 | C.Y. | 3.00 | 2.38 | 60.45 | 76.20 |
| *PA #2 Class "A" Concrete | 70.4 | C.Y. | 49.00 | 49.00 | 3,449.60 | 3,449.60 |
| *PA #2 Metal Reinforcement | 11,426 | Lb. | 0.12 | 0.12 | 1,371.12 | 1,371.12 |
| PA #3 General Excav., Unclass. | 845.3 | C.Y. | 0.22 | 0.207 | 175.21 | 185.97 |
| PA #3 Struc. Excav., Unclass. | 64.8 | C.Y. | 3.00 | 2.28 | 147.83 | 194.40 |
| *PA #3 Class "A" Concrete | 66.62 | C.Y. | 49.00 | 49.00 | 3,264.38 | 3,264.38 |
| *PA #3 Metal Reinforcement | 10,808 | Lb. | 0.12 | 0.12 | 1,296.96 | 1,296.96 |
| PA #4 Borrow Excav. | 554.3 | C.Y. | 0.215 | 0.203 | 112.27 | 119.17 |
| PA #4 Short Overhaul | 3,325.8 | Yd.Sta. | 0.01 | 0.009 | 31.33 | 33.26 |
| PA #4 Long Overhaul | 43.1 | C-Yd.Sta. | 0.35 | 0.330 | 14.22 | 15.09 |
| *PA #5 Cement Adjustment, Favor of State | 13.9 | Bbl. | 4.37 | 4.37 | - 60.74 | - 60.74 |
| PA #6 Extra Allowance on Gen. Excavation | 11,014.6 | C.Y. | 0.263 | 0.188 | 2,070.74 | 2,896.84 |
| PA #6 Extra Allowance on Borrow Excavation | 12,264.4 | C.Y. | 0.548 | 0.476 | 5,837.85 | 6,720.89 |
| FORCE ACCOUNT | | | | | 18,170.48 | 21,656.58 |
| TOTAL | | | | | 373,857.65 | 402.329.45 |

*Work done at bid price by Lockyear & White, Longview, Washington.

**Work done in part by Ken Gossler

| | |
|---|---|
| Gross Revenue | $402,329.45 |
| Total Cost | 373,857.65 |
| Net Profit | $ 28,471.80 |

Net Profit equals 7.08% of Gross Revenue

# DETAIL OF COST
Contract No. 4065

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Labor | | | | | | $87,997.59 | |
| Labor Insurance | | | | | | 5,543.85 | |
| Health & Welfare Contributions | | | | | | 2,391.19 | |
| | | | | | | | $95,932.63 |
| Purchased Permanent Materials: | | | | | | | |
| 4" Concrete Sewer Pipe | 208' | at | $ 0.08 | per | L.F. | 16.64 | |
| 6" Concrete Pipe | 140' | " | 0.12 | " | " | 16.80 | |
| 8" " " | 240' | " | 0.65 | " | " | 156.00 | |
| 12" " " | 1533' | " | 0.95 | " | " | 1,456.35 | |
| 18" " " | 3045' | " | 1.90 | " | " | 5,785.50 | |
| 24" " " | 1155' | " | 2.85 | " | " | 3,291.75 | |
| 36" " " | 267' | " | 4.75 | " | " | 1,268.25 | |
| 72" Corr. Metal Pipe | 224' | " | 24.00 | " | " | 5,376.00 | |
| 6" Perf. Metal Drain Pipe | 820' | " | 1.05 | " | " | 861.00 | |
| Crushed Gravel | 5,165.5 | " | 2.03 | " | C.Y. | 10,485.75 | |
| Steel Water Pipe | | | | | | 768.25 | |
| | | | | | | | 30,128.35 |
| Equipment Rental & Misc. Supplies: | | | | | | | |
| Owned Equipment | | | | | | 116,753.62 | |
| Rented Equipment (Not Operated) | | | | | | 16,481.58 | |
| Gas, Oil & Grease | | | | | | 16,700.27 | |
| Hired Trucks (Fully Operated) | | | | | | 20,686.20 | |
| Explosives | | | | | | 1,442.16 | |
| Bond | | | | | | 2,142.95 | |
| PL & PD Insurance | | | | | | 1,122.20 | |
| Home Office & General Overhead | | | | | | 14,286.35 | |
| Small Tools & Misc. Supplies | | | | | | 4,760.56 | |
| | | | | | | | 194,375.89 |
| Subcontracts: | | | | | | | |
| Ken Gossler (Clearing) | | | | | | 8,000.00 | |
| Lockyear & White (Reinforced Concrete) | | | | | | 45,420.78 | |
| | | | | | | | 53,420.78 |
| | | | | | | | $ 373,857.65 |

Remarks:

This was a "Federal Aid Project" for the grading of 8.73 miles of the relocated Pacific Highway about 10 miles south of Eugene in Lane County. Bids were opened on October 29, 1953, and the contract was awarded to Durbin Bros. Construction Company of Eugene.

The contractor moved in with 3 crawler tractors and 2 scrapers, and 2 DW 20's on November 18, 1953, and moved a small amount of gravel borrow from one of the designated borrow pits. Wet weather halted this operation, and no other work was done until the middle of February, 1954. The clearing on the job was subcontracted to Ken Gossler who with his 2 sons and a D8 dozer, did all the clearing except the removal of the wooden roadway structures. The clearing consisted of heavy brush in the sloughs along the job, and scattered orchards.

During February, the contractor started again moving the gravel borrow with 2 crawler tractors with scrapers and a DW 20 scraper. On March 15, 1954, the contractor brought in another DW 20 and 2 DW 10's. Rain sometimes slowed but never stopped operations after that, as the material being handled was river gravel. After the rain stopped in the spring, the contractor brought in a 2½-cu.yd. shovel which loaded the borrow from the slide area along the existing road north of Goshen into hired trucks. This combination of shovel and trucks was also used in the excavation of the rocky point at the Goshen Interchange, and to widen the cut at Station 105 to four lanes. All other grading on the job, both borrow and General Excavation, was pushloaded into scrapers.

The pipe on the job was laid by a crew consisting of a foreman, a Bucyrus-Erie 10B (3/8 cu.yd.) backhoe, and 2 or 3 laborers. The pitrun topping was hauled from the glass bar in hired trucks, and was loaded by a 3/4 cu.yd. northwest dragling. The crushed material on the job was purchased and delivered to the jobsite from local commercial sources.

The contractor had very low bid prices, but due to good management, proper equipment, and a low overhead cost, a fair profit was realized.

Oscar Cutler
Chief Cost Analyst

By - - - Curtis H. Baker

RECEIVED
AUG 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 9, 1955

| (CONTRACT NO.) SF1-161(19) | (EST. NO.) | (CONTRACTOR) |
|---|---|---|
| 4065 | 14-Final | Durbin Brothers |

| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
|---|---|---|---|
| 15547 | R-128678 | $ 11,865.20 | 8/9/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Nov. 30, 1954

Time Extensions: to June 30, 1955 without penalty

Completion Date: May 11, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-10-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 17 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 1 - 1955
FOR FILING

BFI 11/p

July 29, 1955

**CERTIFIED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4065 for work performed on the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, Durbin Bros., on May 11, 1955 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $11,865.20 will be released to the contractor on or after August 8, 1955. The total contract amount is $402,329.45, of which amount $21,656.58 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
Tf

RECEIVED
JUL 29 1955
FOR FILING

file

**THE CALIFORNIA OREGON POWER COMPANY**

MEDFORD, OREGON

BFI-161(11)

~~IN REPLY PLEASE REFER~~
TO OUR FILE NUMBER
4062

2946

NOTED
W. C. WILLIAMS

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

I appreciate your prompt reply of July 26 with which you enclosed two claim vouchers; one covering the relocation of power lines between Medford and Talent on U. S. 99 and the other, relocation of power lines on U. S. 99 east of Creswell on the Goshen-Coast Ford section. These vouchers total $330.64 and $27,537.29, respectively, and are reworded in accordance with the advice of our Attorney as set forth in my letter of July 25, 1955.

The two vouchers referred to above have been certified and are returned herewith for processing.

Very truly yours,

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

Photocopy referred to Mr. Mason with above encls.

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1955
FOR FILING

file

**THE CALIFORNIA OREGON POWER COMPANY**

MEDFORD, OREGON

BFI-161(19)

~~IN REPLY PLEASE REFER~~
TO OUR FILE NUMBER
4065

2946

NOTED
W. C. WILLIAMS

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

I appreciate your prompt reply of July 26 with which you enclosed two claim vouchers; one covering the relocation of power lines between Medford and Talent on U. S. 99 and the other, relocation of power lines on U. S. 99 east of Creswell on the Goshen-Coast Ford section. These vouchers total $330.64 and $27,537.29, respectively, and are reworded in accordance with the advice of our Attorney as set forth in my letter of July 25, 1955.

The two vouchers referred to above have been certified and are returned herewith for processing.

Very truly yours,

F. C. Bash

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

Photocopy referred to Mr. Maison with above encls.

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1955
FOR FILING

BF1-11-1(...)
41...

July 26, 1955

Mr. F. C. Bash
Vice President and Treasurer
The California Oregon Power Company
Medford, Oregon

Dear Sir:

We are returning herewith, revised vouchers in connection with the relocation of power lines between Medford and Talent on U.S. 99, and east of Creswell on the Goshen-Coast Fork Section of U.S. 99.

Our attorneys see no difference in the legal effect of the wording on our orginal voucher and the wording as suggested in your letter. However, as it is desirable in accordance with our accounting procedure to set forth each claim on a separate voucher, we are herewith submitting two vouchers using the wording as suggested in your letter.

We trust that this will be satisfactory and that you will be able to certify the vouchers and return them for processing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

[illegible]

Enclosures

cc: C. H. Maison
C. W. Enfield
J. W. DeSouza

**THE CALIFORNIA OREGON POWER COMPANY**

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

July 25, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Mr. Baldock:

This will acknowledge your letter of July 20, 1955, enclosing your claim vouchers in the respective amounts of $2,040.21 and $27,867.93. The voucher in the amount of $2,040.21 covers in full our claim for moving our facilities on the Booth Ranch Unit, Shady Canyonville Section of the Pacific Highway, is certified as such and is enclosed herewith.

We are unable to certify the claim voucher in the total of $27,867.93, however, inasmuch as this amount represents only a portion of our claims in respect of which it is tendered and we are advised by our attorneys that the voucher is not in satisfactory form for certification of such partial payment. We desire, of course, to cooperate with you in minimizing the interest which is accruing on our claims and would be willing to accept your tender of $27,867.93 on the claims to which it relates provided the main body of the voucher is revised to read as follows:

| | |
|---|---|
| "12/16/53 J/O M-5456. Relocation of power lines between Medford and Talent on Medford-County Farm Section of U.S. 99 | $ 1,735.10 |
| 10/29/54 J/O R-634 and 639, S/O R-4373, relocation of power lines east of Creswell on Goshen-Coast Fork section of U.S. 99 | 39,734.70 |

It is understood that this payment is made and accepted without prejudice to either party regarding further negotiations or legal actions as to the final total compensation which should be paid, and that the payee named herein shall execute and deliver to the State of Oregon by and through its State Highway Commission appropriate bargain and sale deeds conveying the lands, or easements therein, located within the present highway right of way from which the poles, wires and fixtures of the payee have been removed.

| | |
|---|---|
| TOTAL OF CLAIM | $ 41,469.80 |
| Amount disallowed as agreed | 57.98 |
| Amount in dispute | 13,543.89 |
| Amount allowed in this voucher without prejudice, as stated above | $ 27,867.93" |

We are looking forward to conferring with you at an early date with respect to the settlement of the remainder of our claims on the above job orders as well as on the claims mentioned in the last paragraph of your letter of July 20, 1955.

We believe you can appreciate the reason for the requested revision of the voucher. In its present form it shows $27,867.93 as the "Total of Claim" on the job orders stated therein. In the certificate which we are required to sign on the voucher we must certify "that the foregoing account is correct and just". We could not make this certification of the voucher in its present form.

We return herewith your voucher in the amount of $27,867.93 unsigned in order that the foregoing revisions may be made.

Very truly yours,

F Bash

F. C. BASH
Vice President and Treasurer

FCB:po
Enclosures

RECEIVED
JUL 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1955
FOR FILING

BF1-[illegible]

4

July 20, 1955

Mr. P. C. Nash
Vice President and Treasurer
The California Oregon Power Company
Medford, Oregon

Dear Sir:

We are enclosing herewith our claim voucher in the amount of $27,[illegible], covering reimbursement to you for moving facilities on the Medford-County Farm Section of the Pacific Highway between Medford and Talent, in the amount of $[illegible], and reimbursement on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, in the amount of $27,[illegible].

You will note that on the face of the claim voucher we have placed a statement to the effect that the total amount is being paid without prejudice to either party, and that you will execute and deliver to the Commission appropriate bargain and sale deeds transferring the lands or easements on which your facilities were previously located and now have been removed.

We are also enclosing a claim in the amount of $[illegible].21 for moving your facilities on the [illegible] Ranch Unit, Shady-Canyonville Section of the Pacific Highway on which there has been no dispute.

You have submitted claims, in the amount of $[illegible] for moving and re-establishment of your transmission lines and, in the amount of $13,[illegible], for the moving and re-establishment of your distribution facilities in Central Point. These claims have not yet been fully investigated and analysed; therefor final action necessarily is being deferred until our conference in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

WCW:eg

cc Mr. R. H. Baldock
Mr. C. W. Enfield
Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. H. Maison

RECEIVED
JUL 21 1955
FOR FILING

FORM E-30X

EF-1-[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 20, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. C. H. Maison
Auditor
OFFICE

Dear Mr. Maison:

In connection with payment to COPCO for moving transmission line facilities, I would suggest a draft of a letter from Mr. Williams somewhat as follows:

> Herewith please find claim voucher, in the amount of $27,867.93, covering reimbursement to you for moving facilities on the Medford-County Farm Section of the Pacific Highway, in the amount of $330.64, and reimbursement on the Goshen-Coast Fork Willamette River Section of the Pacific Highway, in the amount of $27,537.29.
>
> You will note that on the face of the claim voucher we have placed a statement to the effect that the total amount is being paid without prejudice to either party and that you will execute and deliver to the Commission appropriate bargain and sale deeds transferring the lands or easements on which your facilities were previously located and now have been removed.
>
> A separate claim, in the amount of $2,040.21, regarding which there has been no dispute on the Booth Ranch Section of the Pacific Highway, is being processed and will be forwarded to you separately.
>
> You have submitted claims, in the amount of $13,973.30, for moving and re-establishment of your transmission lines and, in the amount of $13,091.41, for the moving and re-establishment of your distribution facilities in Central Point. These claims have not yet been analyzed and checked by our Accounting Department and final action necessarily is being deferred.

I have stated the names of the sections involved as I recall them, but I understand you will make a check on the designations.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

**THE CALIFORNIA OREGON POWER COMPANY**

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

July 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This will refer to discussions between representatives of the Department and this Company held on July 6, 1955, in your office, concerning the sums due this Company from the Department on account of power line relocations during the period from December 1952 to May 1955. The sums so due total $71,550.15.

It is our understanding that the Department desires to make a payment of $50,000 to the Company at this time in partial settlement of the total amount due, leaving a balance due to be settled later. The Company will accept such payment on account, since it will decrease the amount of interest accruing on this obligation. It does so, however, on the express condition that such payment shall not be considered as full settlement of the amounts due or as anything other than a payment on account. The check or any voucher accompanying the check making this payment should be consistent with this understanding.

Since this constitutes partial payment of the total amount due, we would prefer to have it made in a round sum. We look forward to an early settlement of the balance which will be due after the proposed partial payment.

Very truly yours,

F. C. BASH
Vice President and Treasurer

FCB:po

THE CALIFORNIA OREGON POWER COMPANY

PIONEERS IN PUBLIC SERVICE

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

RECEIVED
JUN [illegible] 1955
LEGAL DEPT.

June 3, 1955

[illegible]
W. C. Williams

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This will refer to my letter of April 21, 1955, replying to your letter of March 21, 1955, with respect to this Company's billing for relocation of portions of our Line 12 along U. S. 99. We believe it to be in the best interest of the state as well as the Company to have the amount due us paid as soon as possible, inasmuch as the amount involved is substantial and interest thereon is not inconsequential.

We shall appreciate your early advice on this matter.

Very truly yours,

F Bash

F. C. BASH
Vice President and Treasurer

FCB:po

RECEIVED
JUN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

THE CALIFORNIA OREGON POWER COMPANY

MEDFORD, OREGON

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

RECEIVED
JUN [illegible] 1955
LEGAL DEPT.

June 3, 1955

W. C. Williams

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This will refer to my letter of April 21, 1955, replying to your letter of March 21, 1955, with respect to this Company's billing for relocation of portions of our Line 12 along U. S. 99. We believe it to be in the best interest of the state as well as the Company to have the amount due us paid as soon as possible, inasmuch as the amount involved is substantial and interest thereon is not inconsequential.

We shall appreciate your early advice on this matter.

Very truly yours,

F. Bash

F. C. BASH
Vice President and Treasurer

FCB:po

RECEIVED
JUN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—4-54—74386

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT: Replacement of transmission line between Goshen and Coast Fork on U.S. 99

To: R. H. Baldock

In analyzing the attached letter from the California Oregon Power Company, it seems that the strongest argument against our cost distribution formula is the fact that the State of California apparently provides for the same segregation of costs as provided in the original bill submitted by the Power Company. However, as only certain extracts are made of the California code, this might not be true in all instances.

On page 1, paragraph 2 of their letter, they state that the formula submitted by us is novel and an inequitable approach to the cost distribution problem. The formula is not a novel idea, but is practically the same formula that the Portland General Electric Company uses in billing us for relocation of their transmission lines. In the same paragraph, they say that we agree in principal with paragraph 1 and 2 of our cost distribution formula, but believe that paragraph 2 was incorrectly applied on our Exhibit B. I am not certain what they mean by this statement, but am assuming they are referring to the additional poles in the relocation. In my opinion, we have been more than fair in the distribution of costs for this item as several of the additional poles installed were double poles which would of course, make the unit price per pole much cheaper. We did not take this into consideration but are willing to pay for the entire cost of the twelve additional poles based on a single pole unit cost. It might also be pointed out that the necessity of the additional poles, higher poles, steel cross-arms, etc., has not been questioned, but it is entirely possible that some of the additional poles may not have been necessary.

There could probably be three ways of settling this claim.

(1) The Highway Department to buy out the interest of the Power Company for their displaced line based on the depreciated value of the original cost. The Power Company could then replace the line or not as they saw fit. I do not believe this would be fair to the Power Company as they would then be paying practically the entire amount of the increased costs of new installations.

(2) The Highway Department to pay the entire cost of the replacement less credit for the depreciation that had been charged on the facilities removed and less the depreciated value of salvage materials. This is the formula used by the California Oregon Power Company and under this procedure, the Power Company would obtain the new line at the same cost as the original cost of the displaced line less the depreciation sustained. In my opinion, this is unfair to the Highway Department.

(3) The third way of settling this and other claims, would be as set forth in our proposed formula which I believe to be an equitable distribution of costs, as it provides a method of allocating increased costs between the Power Company and the Highway Department. Under this method, if the existing facilities were relatively new the Highway Department would pay for the major portion of the additional costs while on the other hand, if the existing facilities were old and would have to be replaced in the course of continued operations in the near future, then the major portion of the cost would be paid by the Power Company.

I would suggest that the complete file on this subject be reviewed by our Chief Counsel and probably a discussion should be held with the Power Company officials. Also that in the future, agreements be entered into with the several utility companies as to just what portion of the costs for replacing transmission lines would be paid for by the Highway Department.

C H Maison

C. H. Maison
Auditor

CHM:cg

REFERRED O

Mr. Enfield

BY DEPUTY STATE HIGHWAY ENGINEER

Mr Baldock requests that you review this matter and advise your opinion. WCW

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

XX Please analyze.

Remarks:

Executed 5-23-55 Report Received________

hi

---

GON POWER COMPANY

.OREGON

April 21, 1955

ent,

your letter of March 21, 1955,
d thereto, in which you pro-
or the relocation of portions
by $12,197.41. We accept the
rk Order 4733, resulting in
39,676.72. We cannot agree,
duction of our billing to
is proper.

iple with paragraphs 1 and 2
mula stated on the first page
lieve that paragraph 2 was
alculations on your Exhibit B.

Paragraph 3 of your formula, however, reflects a novel, and in our opinion, an inequitable approach to the cost distribution problem and bears no relation to the alleged credit deficiency which you apparently seek to correct.

According to the second paragraph of your letter, it is your view that our billing did not give proper credit to the State of Oregon "for betterment and/or improved facilities resulting from the relocation." Under paragraph 3 of your formula, you take credit for depreciation accrued by the Company on the replaced property as though it had been accrued on the replacement property. In our calculation, we allowed the State a credit for depreciation actually accrued on our books on the replaced property. Since the depreciation credit is the principal difference between your calculation and ours, we assume that by it you intended to take what you

## ASSIGNMENT

Date: April 26, 1955 No. 6346 By IPHE

Description: Letter 4-21-55 from The California Oregon Power Company about billing for relocation of portions of their line along US99.

Acknowledged by_____ Referred to MAISON

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

XX Please analyze.

Remarks:

Executed 6-23-55 Report Received__________

hi

---

GON POWER COMPANY

D,OREGON

April 21, 1955

ent,

your letter of March 21, 1955,
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or the relocation of portions
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Paragraph 3 of your formula, however, reflects a novel, and in our opinion, an inequitable approach to the cost distribution problem and bears no relation to the alleged credit deficiency which you apparently seek to correct.

According to the second paragraph of your letter, it is your view that our billing did not give proper credit to the State of Oregon "for betterment and/or improved facilities resulting from the relocation." Under paragraph 3 of your formula, you take credit for depreciation accrued by the Company on the replaced property as though it had been accrued on the replacement property. In our calculation, we allowed the State a credit for depreciation actually accrued on our books on the replaced property. Since the depreciation credit is the principal difference between your calculation and ours, we assume that by it you intended to take what you

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

April 21, 1955

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Baldock:

We have reviewed your letter of March 21, 1955, and Exhibits A and B attached thereto, in which you propose to reduce our billing for the relocation of portions of our Line 12 along U.S. 99 by $12,197.41. We accept the disallowance of $57.98 on Work Order 4733, resulting in a corrected net billing of $39,676.72. We cannot agree, however, that the further reduction of our billing to $27,537.29, as you propose, is proper.

We agree in principle with paragraphs 1 and 2 of the cost distribution formula stated on the first page of your letter, though we believe that paragraph 2 was incorrectly applied in the calculations on your Exhibit B. Paragraph 3 of your formula, however, reflects a novel, and in our opinion, an inequitable approach to the cost distribution problem and bears no relation to the alleged credit deficiency which you apparently seek to correct.

According to the second paragraph of your letter, it is your view that our billing did not give proper credit to the State of Oregon "for betterment and/or improved facilities resulting from the relocation." Under paragraph 3 of your formula, you take credit for depreciation accrued by the Company on the replaced property as though it had been accrued on the replacement property. In our calculation, we allowed the State a credit for depreciation actually accrued on our books on the replaced property. Since the depreciation credit is the principal difference between your calculation and ours, we assume that by it you intended to take what you

consider to be "proper credit" for betterments and improvements resulting from the relocation.

We can see no logical relation between the credit deficiency of which you complain and the depreciation credit which you propose. While, as appears below, no improvement to our system resulted from the relocation, even assuming the contrary, we fail to see how the value of any improvement or betterment could be measured by the difference between the depreciation credit which you propose and the one allowed in our calculation. The difference between these two credits arises solely from the effect of inflation upon capital costs and is in no wise related to the existence or extent of any improvement in our facilities resulting from the relocation. Therefore, assuming the existence of any improvement for which the State should properly be given credit, it is obvious that the reproduction cost depreciation credit which you propose could not properly give that credit.

Further, we cannot agree that the relocation of our Line 12 constituted any betterment or improvement of our facilities. The relocation did not involve a continuous section of the line, but consisted of the placement of higher poles over two short sections and higher poles and new alignment over three other sections. These small sections of new line and higher poles neither improve the operating efficiency nor increase the capacity of the line. The new sections are comparable to replacing links in an old chain.

The only possible benefit to the Company of the relocation arises from the theoretically longer life of the replacement property. Whether or not this is an actual benefit is speculative and cannot now be determined. Based upon past experience, it is entirely possible that by the time the remaining life of the original line has expired, changes in design or operating requirements would render the theoretically longer life of the replacement property of no real benefit to the Company.

Under your proposal, the Company would be required to invest $12,139.43 in facilities which will add nothing to the capacity of its system or otherwise enable it to perform any more or any better service to the public. In effect you would require the Company to bear the full effect of capital cost inflation through expenditures which certainly would not be incurred at this time, and quite possibly would never be incurred, except at the request and for the purposes of the Highway Department. We say that the Company might never be required to incur this expense because (a) no one can predict what price levels will obtain at such future time as the Company would have replaced the facilities involved in the ordinary course of business, and (b) operating conditions may so change before expiration of the lives of the replaced facilities that they would never be replaced. The Company should not be required to assume the risk that the replacement property would ultimately have had to be installed by it, at present day prices.

The Company is entitled to a fair rate of return from its rate payers, upon its investment prudently made. The expenditure of capital funds to replace, at inflated costs, perfectly adequate existing facilities years before such replacement is necessary, might well be considered not a prudent investment which the Company can require its rate payers to support. As a practical matter, the $12,139.43 would be an uncompensated investment by the Company in any event, for its rates cannot be changed to compensate for each individual investment, nor would the investment make possible the delivery of a single kwh which could not have been delivered via the old facilities.

It seems clear to us that it would not be equitable to require either the Company or its rate payers to support an investment required for non-utility purposes, which adds nothing to its ability to serve the public. The depreciation credit to which the State is entitled is that accrued on the Company's books against the replaced property.

We know of no Oregon statutes governing this matter. However, the Company also operates in California, and the California statute providing for compensation to utilities for relocation of facilities for freeway construction is consistent with our position. Among the credits to the highway department specified in Section 705 of the California Streets and Highways Code is the following:

> "(3) If a new facility or portion thereof is constructed to accomplish such removal or relocation, an allowance of an amount bearing the same proportion to the original cost of the displaced facility or portion thereof as the age thereof bears to the normal expected life thereof." (emphasis added)

The provision of the California statute regarding credit to its highway department for betterment resulting from relocation of utility facilities is also of interest. Section 705 (1) of the California Streets and Highways Code provides for a credit:

> "In the amount of any betterment to the utility facility resulting from such removal or relocation, not in excess of the cost of the increased capacity of the facility." (emphasis added)

It will be seen that under that statute, betterment credit is not to exceed the cost of the increased capacity of the facility. Insofar as the relocation of Line 12 between Goshen and the Coast Fork of the Willamette River is concerned, the betterment allowance under this principle would be zero, for no increased capacity has resulted from the relocation.

We believe that we are equitably entitled to reimbursement in the amount of our original billing, adjusted to $39,676.72.

Very truly yours,

F Bash

F. C. Bash,
Vice President and Treasurer

GDR:EA

RECEIVED
APR 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1955

FOR FILING
2FI 14 (11)
4065

May 27, 1955

**REGISTER MAIL**

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Durbin Brothers on contract No. 4065, covering grading on the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment, in the amount of $13,626.21 will be released to contractor on or after June 6, 1955. The retained percentage is $12,076.21.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
5-27-55
rn

RECEIVED
MAY 19 1955
FOR FILING

BFI-161 (19)
[illegible]

B.

May 19, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 11, 1955, on Contract No. 4065, Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. BFI-161 (19).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:la

cc: John Cattrall

BF1-161 (19)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

No. ~~54~~ 53 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1955, 19

Section Goshen-Coast Fork Willamette River Unit Goshen-Divide

Kind of work Grading

Highway Pacific

Section prefix 20-1084

Contractor Durbin Bros.

Contract number 4065

Date of contract Dec. 11, 1954, 19

Date of completion June 30 (extended), 19 55

Date work started Jan. 12, 1955, 19

Estimated date of completion May 11, 19 55

Project authorization $ 460,056.31

Exclusive of Engineering $ 431,536.75

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering $ 431,536.75

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 28,519.56

Engineering cost to date $ 28,656.32, 100 %

Date project was completed May 11, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed bridge-ends and dress up.

Force Acct. # 8 (File #20512 Edgar Bates ) completed.

Semi-final estimate and final computations completed May 13, 1955.

NOTED H. G. SMITH

NOTED W. T. WRIGHT

NOTED FORREST COOPER

Signed

Address Cottage Grove

RECEIVED MAY 16 1955 OFFICE OF CONSTR

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 8.73 |  |  |  |  |
| Miles partially completed | 8.73 |  |  |  |  |
| Miles completed | 8.73 |  |  |  |  |
| Total estimated quantities | 708,800 | 18,200 |  |  |  |
| Estimated quantities moved or placed to date | 748,578.3 | 27.702.5 |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

............................ County, ........%; ............................ County, ........%; ............................ County, ........%; ............................ County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | No |  |
| Monday | " | " |  |
| Tuesday | " | " |  |
| Wednesday | " | " |  |
| Thursday | Rain |  |  |
| Friday | Cloudy |  |  |
| Saturday |  |  |  |

RECEIVED
APR 21 1955
FOR FILING

BF1-11 [illegible]

April 20, 1955

The California Oregon Power Company
Medford, Oregon

Attention: Mr. F. A. Benesh
District Manager

Gentlemen:

In reply to your letter of April 13 with reference to moving of transmission lines at Central Point on US99, advise that this billing is being held in this office pending reply to my letter of March 21, 1955 addressed to The California Oregon Power Company relative to billing for moving of transmission lines between Goshen and the Coast Fork of the Willamette River.

In that letter I advised that the Auditor of the State Highway Department had completed an audit, and in his opinion proper credit had not been given to the State of Oregon for betterment and/or improved facilities resulting from the relocation. I set forth in that letter a formula which I believe would be fair to both and asked for an early reply from the Power Company.

Inasmuch as the billing at Central Point likewise does not give proper credit to the State, it is being held pending an agreement on an equitable formula for distribution of costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. R. G. Smith
Mr. C. H. Maison
Mr. Tom Edwards

WCW:me lg

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

April 13, 1955

[illegible]
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Gentlemen:

On November 2, 1954 two bills were submitted to your office for payment to the Company to cover the cost of moving transmission and distribution lines within the city limits of Central Point, Oregon, along Pacific Highway #99. The relocation was necessitated through the widening of the highway.

We have had no reply and would appreciate being advised as to when payment may be forwarded.

Very truly yours,

THE CALIFORNIA OREGON POWER CO.

F. A. Benesh
District Manager

FAB:gcw

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
APR 14 1955
[illegible]
STATE [illegible] COMMISSION

RECEIVED
MAY 5 1955
FOR FILING

COMMISSIONERS
CHANDLER, CHAIRMAN
s BAY
H. REYNOLDS, MEMBER
GRANDE
McIVER, MEMBER
RTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

AGENDA
APR 13 1955
3.g
3

LEI - 161(19)
4065

9

March 31, 1955

Oregon State Highway Commission

NOTED
H. B. GLAISYER

Gentlemen:

Pursuant to your instructions at the March meeting, an examination has been made of such accounts and records of the California Oregon Power Company as related to the costs of relocating their transmission line between Goshen and the Coast Fork of the Willamette River on U.S. 99.

It was found that the costs as submitted by the Power Company in the amount of $39,714.70 were in substantial agreement with the charges appearing on their work orders and other supporting documents. However, it is our opinion that the segregation of the costs of relocating the transmission line, as provided in the invoice submitted by the Power Company, did not provide an equitable allocation of charges to the Highway Department since no consideration was given to depreciation of their facilities.

Based on the findings of the audit, the Engineer has written the Power Company setting forth a formula whereby the Highway Department should pay only that portion of the replacement costs equal to the percentage that the depreciated value of the facilities replaced bears to the original cost of the facilities replaced, less the depreciated value of any salvaged materials.

The application of this formula would reduce the costs payable by the Highway Department approximately thirty per cent.

Very truly yours,

C H Maison

C. H. Maison
Auditor

CHM:cg

cc: R. H. Baldock
W. C. Williams
G. S. Paxson
H. B. Glaisyer ✓

E.A.
J.B.G.

RECEIVED
MAR 23 1955
FOR FILING

[illegible]

March 21, 1955

California Oregon Power Company
Medford, Oregon

Gentlemen:

There was recently presented to the Highway Commission, for its consideration, your billing in the amount of $39,734.70 for relocation of portions of your transmission line between Goshen and the Coast Fork of the Willamette River on the new alignment of US99. The Commission instructed that an audit be made of the billing prior to the payment therefor.

The Auditor for the State Highway Department has completed such audit, and in his opinion proper credit has not been given to the State of Oregon for betterment and/or improved facilities resulting from the relocation.

I attach hereto two exhibits, indexed as Exhibit "A" and Exhibit "B". Exhibit "A" is a breakdown of the cost resulting in your total billing of $39,734.70. You will note that $57.98 has been disallowed on Work Order 4373, resulting in a corrected billing amount of $39,676.72.

Exhibit "B" sets forth in detail what is considered an equitable distribution of costs for the movement of the facilities as between the State Highway Department and the California Oregon Power Company. This is based on a formula that would provide for a distribution of costs as follows:

1. Costs which did not result in improved facilities should be paid for in their entirety by the Highway Department.

2. Costs which were the result of added facilities made necessary by the relocation should be paid for in their entirety by the Highway Department.

3. Costs representing the replacement of the existing facilities should be paid for by the Highway Department as follows: The Highway Department should pay that portion of the replacement costs equal to the percentage that the depreciated value of the facilities replaced bears to the original cost of the facilities replaced less the depreciated value of salvaged materials.

Exhibit "B" provides a schedule of costs in accordance with the formula set forth above.

We wish to call also to your attention the fact that while we have not asked for additional credit, you have improved your facilities other than set forth, in that the poles now in place are fir treated poles as compared to the old untreated cedar poles, and crossarms are now of metal instead of the former timber crossarms. We will not make an issue of this if you will agree to the cost distribution as set forth in Exhibit "B".

We will appreciate your early attention to this matter in order that payment of the just costs due you be not unduly delayed.

Very truly yours,

G. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. C. M. Maison
Mr. Tom Edwards

RECEIVED
MAR 2

FOR

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1955

NOTED
G. S. PAXSON

SUBJECT:

To: **R. H. Baldock**

Pursuant to instructions of the Commission at the March meeting, an examination has been made of such accounts and records of the California Oregon Power Company as related to the costs of relocating their transmission line between Goshen and Coast Fork on U.S. 99.

It was found that the costs as submitted by the Power Company in the amount of $39,734.70 were in substantial agreement with the charges appearing on their work orders and other supporting documents, with the exception of one item amounting to $57.98, which has been eliminated from their charges as shown on Exhibit A attached hereto. However, it is our thought that the segregation of the costs of relocating the transmission line, as provided in the invoice submitted by the Power Company, does not provide an equitable allocation of charges.

The invoice submitted provides that the State shall pay all costs less the depreciation that had been charged on the facility removed and less the depreciated value of salvaged materials. Under this procedure, the Power Company would obtain the new line, including some materials which are accepted to be of superior quality to those that were in the line removed at the same cost as the original cost of the line removed. The major portion of the line removed in the relocation was installed thirty-one years ago. During this period costs of materials and labor have increased substantially and, as a result, the values of current installations are much higher than they were thirty-one years ago. In addition, had the transmission facilities not been replaced due to the relocation, the Power Company would have had to replace that portion of the line which was relocated some thirty years sooner than they will now have to. Therefore, it appears that the California Oregon Power Company should pay a portion of the increased costs in exchange for the improved facilities received.

It is our belief that the following formula would provide an equitable distribution of all costs.

1. Costs which did not result in improved facilities should be paid for in their entirety by the Highway Department.

2. Costs which were the result of increased facilities made necessary by the relocation should be paid for in their entirety by the Highway Department.

3. Costs representing the replacement of existing facilities should be paid for by the Highway Department as follows:

The Highway Department should pay that portion of the replacement costs equal to the percentage that the depreciated value of the facilities replaced bears to the original cost of the facilities replaced, less the depreciated value of salvaged materials.

Exhibit B attached hereto provides a schedule of the costs of relocating the transmission line in accordance with the formula set forth in the preceding paragraphs.

C. H. Maison
Auditor

CHM:cg-r

OREGON STATE HIGHWAY
Salem, Ore

RECAPITULATION OF BILLING
COMPANY IN CONNECTION WIT
OF TRANSMISSION LINES

EXHIBIT "A"

Clearing
land and
R/W

Removal of old lines:

Meals and lodging
Transportation
Labor
Labor - overhead and general

Total removal costs

$

Construction of new lines:

Materials
Materials - overhead
Materials direct
Materials direct - overhead
Meals, lodging, tool rental
Labor
Labor - overhead
Transportation
Overhead - interest and general
Rights of way

Total installation costs

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

## RECAPITULATION OF BILLING BY CALIFORNIA OREGON POWER COMPANY IN CONNECTION WITH COSTS INVOLVED IN RELOCATION OF TRANSMISSION LINES BETWEEN GOSHEN AND COAST FORK

---

| | Clearing land and R/W | Poles and fixtures | Land and land rights | Survey and Mapping | Communi-cation Equipment | Ov ce & c |
|---|---|---|---|---|---|---|
| **Removal of old lines:** | | | | | | |
| Meals and lodging | $ | $ 185.45 | $ | $ | $28.00 | $ |
| Transportation | | 271.58 | | | | |
| Labor | | 674.30 | | | | |
| Labor - overhead and general | | 188.77 | | | 1.39 | |
| Total removal costs | | $ 1,320.10 | | | $29.39 | $ |
| **Construction of new lines:** | | | | | | |
| Materials | | $ 7,285.81 | | $ 15.03 | | $ |
| Materials - overhead | | 284.59 | | 1.80 | | |
| Materials direct | | 141.15 | | | | |
| Materials direct - overhead | | 7.06 | | | | |
| Meals, lodging, tool rental | 411.55 | 3,594.88 | 50.24 | 97.91 | | |
| Labor | 1,301.85 | 8,790.58 | 31.84 | 523.00 | 13.22 | |
| Labor - overhead | 240.28 | 1,642.40 | 5.02 | 85.49 | 1.94 | |
| Transportation | 96.72 | 2,784.26 | | 115.91 | | |
| Overhead - interest and general | 106.96 | 1,264.79 | .50 | 40.38 | .53 | |
| Rights of way | | | 150.00 | | | |
| Total installation costs | $2,157.36 | $25,795.52 | $ 237.60 | $879.52 | $15.69 | $ |

Total
Expenses not

| | |
|---|---|
| Net amount of invoice received from Copco | $39,734.70 |
| Less amount disallowed on work order 4373 | 57.98 |
| Corrected billing to Highway Department | $39,676.72 |

Less: undepr
value of sa
materials
Depreciation
on poles

Net billing
Copco recei

EXHIBIT "A"

## OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

## CAPITULATION OF BILLING BY CALIFORNIA OREGON POWER MPANY IN CONNECTION WITH COSTS INVOLVED IN RELOCATION OF TRANSMISSION LINES BETWEEN GOSHEN AND COAST FORK

| aring nd and R/W | Poles and fixtures | Land and land rights | Survey and Mapping | Communication Equipment | Overhead conductors & devices | Transferring wire to new poles | Totals |
|---|---|---|---|---|---|---|---|
| | $ 185.45 | $ | $ | $28.00 | $ 116.10 | $ | $ 329.55 |
| | 271.58 | | | | 81.67 | | 353.25 |
| | 674.30 | | | | 510.27 | | 1,184.57 |
| | 188.77 | | | 1.39 | 135.43 | | 325.59 |
| | $ 1,320.10 | | | $29.39 | $ 843.47 | | $ 2,192.96 |
| | $ 7,285.81 | | $ 15.03 | | $ 6,584.00 | | $13,884.84 |
| | 284.59 | | 1.80 | | 648.88 | | 935.27 |
| | 141.15 | | | | 150.78 | | 291.93 |
| | 7.06 | | | | | | 7.06 |
| 411.55 | 3,594.88 | 50.24 | 97.91 | | 1,137.80 | | 5,292.38 |
| 1,301.85 | 8,790.58 | 31.84 | 523.00 | 13.22 | 3,509.77 | 947.23 | 15,117.49 |
| 240.28 | 1,642.40 | 5.02 | 85.49 | 1.94 | 656.37 | 141.14 | 2,772.64 |
| 96.72 | 2,784.26 | | 115.91 | | 780.79 | | 3,777.68 |
| 106.96 | 1,264.79 | .50 | 40.38 | .53 | 702.74 | 22.78 | 2,138.68 |
| | | 150.00 | | | | | 150.00 |
| 2,157.36 | $25,795.52 | $ 237.60 | $879.52 | $15.69 | $14,171.13 | $1,111.15 | $44,367.97 |

| | |
|---|---|
| Total | $46,560.93 |
| Expenses not allocated | 222.17 |
| | $46,783.10 |

| | | |
|---|---|---|
| et amount of invoice received from Copco | $39,734.70 | |
| Less amount disallowed on work order 4373 | 57.98 | |
| Corrected billing to Highway Department | $39,676.72 | |

| | | |
|---|---|---|
| Less: undepreciated value of salvaged materials | $2,405.52 | |
| Depreciation allowance on poles | 4,700.86 | 7,106.38 |
| Net billing as per Copco records | | $39,676.72 |

EXHIBIT B

### OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

### SCHEDULE OF COSTS TO BE PAID BY THE STATE HIGHWAY DEPARTMENT FOR MOVING TRANSMISSION LINE BETWEEN GOSHEN AND COAST FORK ON U.S. 99

| | | | |
|---|---|---|---|
| 1. Costs which did not result in improved facilities: | | | |
| Clearing land and rights of way | | $2,157.36 | |
| Acquisition of land rights | | 237.60 | |
| Survey and mapping | | 879.52 | |
| Communication equipment | | 15.69 | |
| Removal costs: | | | |
| Poles and fixtures | $ 1,320.10 | | |
| Overhead conductors and devices | 843.47 | | |
| Communication equipment | 29.39 | 2,192.96 | |
| Transferring wires to new poles | | 1,111.15 | |
| Expenses billed which could not be readily allocated | | 222.17 | $ 6,816.45 |
| 2. Costs resulting from improved facilities by relocation: (Based on number of additional poles installed) | | | |
| Computation of percentage used in computing costs representing improved facilities: | | | |
| Number of poles placed in relocation | 46 | | |
| Number of original poles removed | 34 | | |
| Additional poles | 12 | | |
| Percentage used 12/46 or | 26.087 | | |
| Total costs poles and fixtures installed | $25,795.52 | | |
| Multiplied by above percentage | 26.087 | $6,729.27 | |
| Total costs overhead conductors and devices installed | $14,171.13 | | |
| Multiplied by above percentage | 26.087 | 3,696.82 | 10,426.09 |
| 3. Costs representing replacement of existing facilities: | | | |
| Total costs of poles and fixtures installed | $25,795.52 | | |
| Less amount included therein representing additional facilities (see above) | 6,729.27 | | |

|  |  |  |  |
|---|---|---|---|
| 1. Costs which did not result in improved facilities: |  |  |  |
| Clearing land and rights of way |  | $2,157.36 |  |
| Acquisition of land rights |  | 237.60 |  |
| Survey and mapping |  | 879.52 |  |
| Communication equipment |  | 15.69 |  |
| Removal costs: |  |  |  |
| Poles and fixtures | $ 1,320.10 |  |  |
| Overhead conductors and devices | 843.47 |  |  |
| Communication equipment | 29.39 | 2,192.96 |  |
| Transferring wires to new poles |  | 1,111.15 |  |
| xpenses billed which could not be readily allocated |  | 222.17 | $ 6,816.45 |
| 2. Costs resulting from improved facilities by relocation: (Based on number of additional poles installed) |  |  |  |
| Computation of percentage used in computing costs representing improved facilities: |  |  |  |
| Number of poles placed in relocation | 46 |  |  |
| Number of original poles removed | 34 |  |  |
| Additional poles | 12 |  |  |
| Percentage used 12/46 or | 26.087 |  |  |
| Total costs poles and fixtures installed | $25,795.52 |  |  |
| Multiplied by above percentage | 26.087 | $6,729.27 |  |
| Total costs overhead conductors and devices installed | $14,171.13 |  |  |
| Multiplied by above percentage | 26.087 | 3,696.82 | 10,426.09 |
| 3. Costs representing replacement of existing facilities: |  |  |  |
| Total costs of poles and fixtures installed | $25,795.52 |  |  |
| Less amount included therein representing additional facilities (see above) | 6,729.27 |  |  |
| Replacement cost | $19,066.25 |  |  |
| Multiplied by percentage of depreciated value of existing facilities to original cost | 40.5 | $7,721.83 |  |
| Total costs of overhead conductors and devices installed | $14,171.13 |  |  |
| Less amount included therein representing additional facilities (see above) | 3,696.82 |  |  |
| Replacement cost | $10,474.31 |  |  |
| Multiplied by percentage of depreciated value of existing facilities to original cost | 47.53 |  |  |
| Costs allocated to Highway Department | $ 4,978.44 |  |  |
| Less depreciated value of salvaged material | 2,405.52 | 2,572.92 | 10,294.75 |
| Total amount due California Oregon Power Company |  |  | $27,537.29 |

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APR 13 1955
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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1955

SUBJECT:

W. C. WILLIAMS

To: R. H. Baldock

Pursuant to instructions of the Commission at the March meeting, an examination has been made of such accounts and records of the California Oregon Power Company as related to the costs of relocating their transmission line between Goshen and Coast Fork on U.S. 99.

It was found that the costs as submitted by the Power Company in the amount of $39,734.70 were in substantial agreement with the charges appearing on their work orders and other supporting documents, with the exception of one item amounting to $57.98, which has been eliminated from their charges as shown on Exhibit A attached hereto. However, it is our thought that the segregation of the costs of relocating the transmission line, as provided in the invoice submitted by the Power Company, does not provide an equitable allocation of charges.

The invoice submitted provides that the State shall pay all costs less the depreciation that had been charged on the facility removed and less the depreciated value of salvaged materials. Under this procedure, the Power Company would obtain the new line, including some materials which are accepted to be of superior quality to those that were in the line removed at the same cost as the original cost of the line removed. The major portion of the line removed in the relocation was installed thirty-one years ago. During this period costs of materials and labor have increased substantially and, as a result, the values of current installations are much higher than they were thirty-one years ago. In addition, had the transmission facilities not been replaced due to the relocation, the Power Company would have had to replace that portion of the line which was relocated some thirty years sooner than they will now have to. Therefore, it appears that the California Oregon Power Company should pay a portion of the increased costs in exchange for the improved facilities received.

It is our belief that the following formula would provide an equitable distribution of all costs.

1. Costs which did not result in improved facilities should be paid for in their entirety by the Highway Department.

2. Costs which were the result of increased facilities made necessary by the relocation should be paid for in their entirety by the Highway Department.

3. Costs representing the replacement of existing facilities should be paid for by the Highway Department as follows:

> The Highway Department should pay that portion of the replacement costs equal to the percentage that the depreciated value of the facilities replaced bears to the original cost of the facilities replaced, less the depreciated value of salvaged materials.

Exhibit B attached hereto provides a schedule of the costs of relocating the transmission line in accordance with the formula set forth in the preceding paragraphs.

C H Maison

C. H. Maison
Auditor

CHM:cg-r

RECEIVED
MAR 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

## RECAPITULATION OF BILLING BY CALIFORNIA OREGON POWER COMPANY IN CONNECTION WITH COSTS INVOLVED IN RELOCATION OF TRANSMISSION LINES BETWEEN GOSHEN AND COAST FORK

---

| | Clearing land and R/W | Poles and fixtures | Land and land rights | Survey and Mapping | Communication Equipment |
|---|---|---|---|---|---|
| Removal of old lines: | | | | | |
| Meals and lodging | $ | $ 185.45 | $ | $ | $28.00 |
| Transportation | | 271.58 | | | |
| Labor | | 674.30 | | | |
| Labor - overhead and general | | 188.77 | | | 1.39 |
| Total removal costs | | $ 1,320.10 | | | $29.39 |
| Construction of new lines: | | | | | |
| Materials | | $ 7,285.81 | | $ 15.03 | |
| Materials - overhead | | 284.59 | | 1.80 | |
| Materials direct | | 141.15 | | | |
| Materials direct - overhead | | 7.06 | | | |
| Meals, lodging, tool rental | 411.55 | 3,594.88 | 50.24 | 97.91 | |
| Labor | 1,301.85 | 8,790.58 | 31.84 | 523.00 | 13.22 |
| Labor - overhead | 240.28 | 1,642.40 | 5.02 | 85.49 | 1.94 |
| Transportation | 96.72 | 2,784.26 | | 115.91 | |
| Overhead - interest and general | 106.96 | 1,264.79 | .50 | 40.38 | .53 |
| Rights of way | | | 150.00 | | |
| Total installation costs | $2,157.36 | $25,795.52 | $ 237.60 | $879.52 | $15.69 |

Total
Expenses not

| | |
|---|---|
| Net amount of invoice received from Copco | $39,734.70 |
| Less amount disallowed on work order 4373 | 57.98 |
| Corrected billing to Highway Department | $39,676.72 |

Less: undepr
value of sa
materials
Depreciation
on poles

Net billing
Copco recon

EXHIBIT "A"

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

CAPITULATION OF BILLING BY CALIFORNIA OREGON POWER
PANY IN CONNECTION WITH COSTS INVOLVED IN RELOCATION
F TRANSMISSION LINES BETWEEN GOSHEN AND COAST FORK

| ring and R/W | Poles and fixtures | Land and land rights | Survey and Mapping | Communication Equipment | Overhead conductors & devices | Transferring wire to new poles | Totals |
|---|---|---|---|---|---|---|---|
| | $ 185.45 | $ | $ | $28.00 | $ 116.10 | $ | $ 329.55 |
| | 271.58 | | | | 81.67 | | 353.25 |
| | 674.30 | | | | 510.27 | | 1,184.57 |
| | 188.77 | | | 1.39 | 135.43 | | 325.59 |
| | $ 1,320.10 | | | $29.39 | $ 843.47 | | $ 2,192.96 |
| | $ 7,285.81 | | $ 15.03 | | $ 6,584.00 | | $13,884.84 |
| | 284.59 | | 1.80 | | 648.88 | | 935.27 |
| | 141.15 | | | | 150.78 | | 291.93 |
| | 7.06 | | | | | | 7.06 |
| 411.55 | 3,594.88 | 50.24 | 97.91 | | 1,137.80 | | 5,292.38 |
| 301.85 | 8,790.58 | 31.84 | 523.00 | 13.22 | 3,509.77 | 947.23 | 15,117.49 |
| 240.28 | 1,642.40 | 5.02 | 85.49 | 1.94 | 656.37 | 141.14 | 2,772.64 |
| 96.72 | 2,784.26 | | 115.91 | | 780.79 | | 3,777.68 |
| 106.96 | 1,264.79 | .50 | 40.38 | .53 | 702.74 | 22.78 | 2,138.68 |
| | | 150.00 | | | | | 150.00 |
| 157.36 | $25,795.52 | $ 237.60 | $879.52 | $15.69 | $14,171.13 | $1,111.15 | $44,367.97 |

| | | |
|---|---|---|
| Total | | $46,560.93 |
| Expenses not allocated | | 222.17 |
| | | $46,783.10 |
| Less: undepreciated value of salvaged materials | $2,405.52 | |
| Depreciation allowance on poles | 4,700.86 | 7,106.38 |
| Net billing as per Copco records | | $39,676.72 |

| | |
|---|---|
| amount of invoice received from Copco | $39,734.70 |
| ss amount disallowed on work order 4373 | 57.98 |
| rrected billing to Highway Department | $39,676.72 |

EXHIBIT B

## OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

## SCHEDULE OF COSTS TO BE PAID BY THE STATE HIGHWAY DEPARTMENT FOR MOVING TRANSMISSION LINE BETWEEN GOSHEN AND COAST FORK ON U.S. 99

| | | | |
|---|---|---|---|
| 1. Costs which did not result in improved facilities: | | | |
| Clearing land and rights of way | | $2,157.36 | |
| Acquisition of land rights | | 237.60 | |
| Survey and mapping | | 879.52 | |
| Communication equipment | | 15.69 | |
| Removal costs: | | | |
| Poles and fixtures | $ 1,320.10 | | |
| Overhead conductors and devices | 843.47 | | |
| Communication equipment | 29.39 | 2,192.96 | |
| Transferring wires to new poles | | 1,111.15 | |
| Expenses billed which could not be readily allocated | | 222.17 | $ 6,816.45 |
| 2. Costs resulting from improved facilities by relocation: (Based on number of additional poles installed) | | | |
| Computation of percentage used in computing costs representing improved facilities: | | | |
| Number of poles placed in relocation | 46 | | |
| Number of original poles removed | 34 | | |
| Additional poles | 12 | | |
| Percentage used 12/46 or | 26.087 | | |
| Total costs poles and fixtures installed | $25,795.52 | | |
| Multiplied by above percentage | 26.087 | $6,729.27 | |
| Total costs overhead conductors and devices installed | $14,171.13 | | |
| Multiplied by above percentage | 26.087 | 3,696.82 | 10,426.09 |
| 3. Costs representing replacement of existing facilities: | | | |
| Total costs of poles and fixtures installed | $25,795.52 | | |
| Less amount included therein representing additional facilities (see above) | 6,729.27 | | |

## GOSHEN AND COAST FORK ON U.S. 99

| | | | |
|---|---|---|---|
| 1. Costs which did not result in improved facilities: | | | |
| Clearing land and rights of way | | $2,157.36 | |
| Acquisition of land rights | | 237.60 | |
| Survey and mapping | | 879.52 | |
| Communication equipment | | 15.69 | |
| Removal costs: | | | |
| Poles and fixtures | $ 1,320.10 | | |
| Overhead conductors and devices | 843.47 | | |
| Communication equipment | 29.39 | 2,192.96 | |
| Transferring wires to new poles | | 1,111.15 | |
| Expenses billed which could not be readily allocated | | 222.17 | $ 6,816.45 |
| 2. Costs resulting from improved facilities by relocation: (Based on number of additional poles installed) | | | |
| Computation of percentage used in computing costs representing improved facilities: | | | |
| Number of poles placed in relocation | 46 | | |
| Number of original poles removed | 34 | | |
| Additional poles | 12 | | |
| Percentage used 12/46 or | 26.087 | | |
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| Total costs overhead conductors and devices installed | $14,171.13 | | |
| Multiplied by above percentage | 26.087 | 3,696.82 | 10,426.09 |
| 3. Costs representing replacement of existing facilities: | | | |
| Total costs of poles and fixtures installed | $25,795.52 | | |
| Less amount included therein representing additional facilities (see above) | 6,729.27 | | |
| Replacement cost | $19,066.25 | | |
| Multiplied by percentage of depreciated value of existing facilities to original cost | 40.5 | $7,721.83 | |
| Total costs of overhead conductors and devices installed | $14,171.13 | | |
| Less amount included therein representing additional facilities (see above) | 3,696.82 | | |
| Replacement cost | $10,474.31 | | |
| Multiplied by percentage of depreciated value of existing facilities to original cost | 47.53 | | |
| Costs allocated to Highway Department | $ 4,978.44 | | |
| Less depreciated value of salvaged material | 2,405.52 | 2,572.92 | 10,294.75 |
| Total amount due California Oregon Power Company | | | $27,537.29 |

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FEB 21 1955
FOR FILING

[illegible]

February 14, 1955

Oregon State Highway Commission

Gentlemen:

The reconstruction of US99 has involved the moving and reinstalling of transmission facilities of power companies and utility districts. We have been billed by the California Oregon Power Company for a total of $95,7[illegible].21 for costs of revision of its facilities in the Goshen-Coast Fork Section, the Booth Ranch Section and in Central Point.

The method used in determining betterment, depreciation and salvage is a major factor in the amount of the claim. I recommend that the Auditor be instructed to make a detailed examination of this billing before it is approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson
P. M. Stephenson
Auditor

FORM E-30X 37½ 3-54 78730

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1955

SUBJECT:

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Dear Sir:

After some study of CopCo's bill for relocating their transmission line from Goshen to Coast Fork, the following conclusions have been reached.

1. The exact cost of the materials billed could not be determined because the items were too general or type listed could not be recognized. In general, the prices appear to be about five to ten percent high.

2. The new line is of higher type construction—not replaced "in kind." Butt-treated poles were replaced with full length treated machine-shaved poles. From a visual inspection it appears that longer poles were used than were necessary. The original wood crossarms were replaced with steel crossarms at an increased cost of about $40.00 per pole.

3. Several poles were replaced unnecessarily. The line was raised for both north and south bound roadways whereas the old (31 years) line would have been replaced thru maintenance before the second roadway is built. Several poles were replaced for the purpose of grading (sloping) the line, which would not be required if shorter replacement poles were installed.

4. The amount of labor appears to be about 30 percent high (based on discussion with PGE estimators).

5. Transportation is about twice as much as it should be.

6. Credit for accrued depreciation is low since it is based on original cost of equipment removed and is limited to a maximum of 80 percent. (PP & L bills appear to be based on replacement cost and to depreciate to 100 percent. A bill paid in 1953 to PGE is similarly based.)

NOTED
G. S. PAXS

7. Credit for salvage appears to be based on replacement costs, but this item is so closely tied to accrued depreciation that it cannot be appraised alone.

Since, at times, we are dealing with four or more different power companies it is recommended that we set up one equitable method of calculating costs and ask all companies to bill us on that basis.

It is further recommended, that the survey crew determine the clearances of wires over completed roadway surfaces and wire heights at poles to ascertain if more and higher poles were placed than required by our construction; that credit be taken for the increased cost of steel crossarms over wood; and that depreciation be calculated on a more realistic basis.

It would be well to determine if any highway representative requested the company to replace all the poles that are billed to us.

Since we kept no check on the amount of labor on the job, it appears that we could question this item only on the basis of good estimates from other companies' engineers and estimators.[1]

Since receiving CopCo's bill for moving the transmission line on the Goshen-Coast Fork Section, in the amount of $39,734.70, on November 18, 1954, this office has had referred to it the following bills for approval.

CopCo's bill for replacing transmission line in Central Point, $13,973.30, received December 6, 1954.

CopCo's bill for replacing distribution facilities in Central Point, $13,091.41, received December 6, 1954.

CopCo's bill for replacing distribution line on Booth Ranch Section, $2,040.21, received January 11, 1955.

PP & L's bill for relocating Jasper-Pleasant Hill 20 kv circuit, $1,300.02, received January 11, 1955.

PP & L's bill for relocating 20 kv circuit on Goshen-Coast Fork Section, $6,833.06, received January 19, 1955.

In addition to these bills there is another from Lane County , PUD, for work on their line at Martin Road for something less than $1,000.00, which has not reached this office.

Very truly yours,

D. G. DeSart

DGD:ndg

---

[1] The charge of $4,894.64 for meals and rooms can be reduced, by prorating, if a part of the labor is disallowed.

RECEIVED
FEB 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 16 1955

BFI- 141 (1)

4 2

February 2, 1955

Mr. T. L. Decker
Resident Highway Engineer
Box 337
Cottage Grove, Oregon

Dear Sir:

This is to advise you that at the meeting of the Highway Commission January 19, 1955, an increase in project authorization of $50,000.00 was approved on Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section in Lane County, Contract No. 4065.

The present construction authorization is $460,056.31. This amount should be used on all future reports.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: Tom Edwards

DSP:bb

RECEIVED
DEC 28 1954
FOR FILING

BFI-161(17)

4065

December 27, 1954

Oregon State Highway Commission

Gentlemen:

It appears that we will have an overrun of approximately $59,000, which is [illegible] per cent, on Contract No. 4065, Goshen-Coast Fork Willamette River Section of [illegible].

The movement of utilities, particularly the California Oregon Power Company, cost much more than had been anticipated. Despite repeated requests to the California Oregon Power Company we were unable to get an advance estimate of them before calling bids as to moving their lines. The bill they have finally submitted is approximately $70,000 in excess of the estimate set forth in the anticipated items. This bill will be carefully audited.

There was a considerable overrun in excavation quantities and haul thereon due to the fact that over a section of low lying swamp ground the materials subsided very materially, which overran quantities, and in one of the major cuts the clay materials encountered were entirely unsuitable for use in the roadbed embankment and we were compelled to waste those materials and substitute borrow materials in lieu thereof.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization in the amount of $59,000 on Contract No. 4065.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me hi

RECEIVED
DEC 17 1954
FOR FILING

RT1 41 (M)

December 16, 1954

Durbin Bros.
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from November 30, 1954 to June 30, 1955 within which to complete your contract No. 4065, covering the Goshen-Coast Fork Willamette River Unit, ~~Goshen-~~Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Tom Edwards,
Division Engineer

Gilmore Decker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 6 - 1954
FOR FILING

FAI 61(19)
4

December 3, 1954

Oregon State Highway Commission

Request for extension of time
No. 30
December 7 and 8 meeting

Gentlemen:

Herewith is a request from Durbin Brothers for an extension of time on the Goshen-Coast Fork Willamette River Contract No. 4065, from November 30, 1954 to June 30, 1955.

This project is practically complete and has been for some time. The work remaining consists of filling in and cleaning up around bridges which are being constructed under separate contracts and which are not yet complete. The balance of this work can not be done until reasonably dry weather next spring.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me

Enclosure

cc Mr. H. G. Smith

RECEIVED
DEC 1 - 1954
FOR FILING

FFI 161 (19)

November 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Coast Fork-Willamette River Contract No. 4065, Oregon HFI-161 (19), from November 30, 1954 to June 30, 1955, to Durbin Brothers, contractors.

This project is practically complete and has been for sometime. The remaining work consists of filling in and cleaning up around bridges which are being constructed under separate contracts and which are not yet complete. The completion of this work must be set for reasonably dry weather next spring.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
DEC 1 - 1954
FOR FILING

FFI 161 (19)

November 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Coast Fork-Willamette River Contract No. 4065, Oregon BFI-161 (19), from November 30, 1954 to June 30, 1955, to Durbin Brothers, contractors.

This project is practically complete and has been for sometime. The remaining work consists of filling in and cleaning up around bridges which are being constructed under separate contracts and which are not yet complete. The completion of this work must be set for reasonably dry weather next spring.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
OCT 5 - 1954
FOR FILING

BF I-111(19)

[illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith a bill from the City of Cottage Grove for the relocation of their water lines on Madison Avenue. Please have this bill checked and if correct return through the normal channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encl.

cc to: W. C. Williams ✓

RECEIVED
OCT 5 - 1954
FOR FILING

BFI-141(17)

4-5

4325
5471

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith a bill from the City of Cottage Grove for the relocation of their water lines on Madison Avenue. Please have this bill checked and if correct return through the normal channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encl.

cc to: W. C. Williams ✓

J. S. CREPEAU, Mayor

J. M. EDWARDS, City Recorder

# CITY of COTTAGE GROVE

*Lumber Capital of Oregon*

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
GEORGE STEPHEN, Treasurer
H. W. LOMBARD, Attorney
ED. JONES, Chief of Police
ERNEST C. SHIPLEY, Fire Chief

Councilmen
JOE BRICHER
H. B. McMILLAN
RICHARD L. THWING
ROBERT MILLS
E. A. COOP
GIL GARDNER

COTTAGE GROVE, OREGON

September 22, 1954

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen:

In accordance with the agreement of the City of Cottage Grove with the Oregon State Highway Commission, the Relocation of water lines on Madison Avenue, has been made and the expenditures in connection with the construction is submitted to you for payment.

Yours truly,

L. W. Coiner
L. W. COINER
City Engineer

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
APR 29 1954
FOR FILING

11225

April 23, 1954

City of Cottage Grove
Cottage Grove, Oregon

Attention: Mr. J. S. Crepeau, Mayor

Gentlemen:

In reply to your letter regarding the relocation of the City of Cottage Grove's water lines, I wish to advise that the plan which was submitted by your engineers, Cornell, Howland, Hayes & Merryfield, and dated April 1, 1954, is acceptable to the Highway Commission. I have issued instructions that the necessary construction work to be done by the State be included in our project.

This letter will be your authority to bill the Highway Commission for the necessary work in connection with the relocation of your water facilities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FC:js WCW:me

cc Mr. Dale L. King
Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon

Forrest Cooper

J. S. CREPEAU, Mayor

J. M. EDWARDS, City Recorder

# CITY of COTTAGE GROVE

*Lumber Capital of Oregon*

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
GEORGE STEPHEN, Treasurer
H. W. LOMBARD, Attorney
ED. JONES, Chief of Police
ERNEST C. SHIPLEY, Fire Chief

Councilmen
JOE BRICHER
JESS HILL
RICHARD L. THWING
ROBERT MILLS
E. A. COOP
GIL GARDNER

COTTAGE GROVE, OREGON

April 6, 1954

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to the crossing of the City of Cottage Grove pipe lines by the relocation of the Goshen to Divide Section of the Pacific Highway at centerline station 761 + 75. It is the desire of the City of Cottage Grove that the construction of the crossing be in accordance with our engineer's drawing No. E-516-5, a print of which is attached.

In order to accomplish this construction, it is proposed that the Oregon State Highway Department install the two 24-inch inside diameter and one 12-inch inside diameter reinforced concrete culvert pipes each approximately 84-feet in length, the necessary drain from the lower end of the two 24-inch culverts, and perform the excavation and backfill for the relocated pipe lines. The City of Cottage Grove will install the equivalent of two 14-inch cast iron pipe lines, representing a total length of approximately 900 feet of 14-inch cast iron pipe, and approximately 450 feet of 12-inch concrete pipe to connect between the existing drain lines from the City's reservoir and the 12-inch concrete culvert pipe installed by the Highway Department. The work by the City shall include all fittings and other items necessary to complete the installation as indicated on drawing No. E-516-5.

The City of Cottage Grove is to be reimbursed for all work performed and materials furnished in connection with this relocation upon presentation of a proper statement of such costs to the Oregon State Highway Department.

Please confirm these arrangements by letter at your earliest opportunity.

Very truly yours,

City of Cottage Grove

By J S Crepeau
J. S. Crepeau, Mayor

Was retained
by County Engr.

RECEIVED
APR 7 - 1954
ENGINEER
CO[illegible] S

RECEIVED
APR 26 1954

FRED MERRYFIELD - HOLLY A. CORN[illegible] JAMES C. HOWLAND - THOMAS B. HAYES - [illegible]HIE H. RICE - RALPH E. RODERICK

**CORNELL, HOWLAND, HAYES & MERRYFIELD**
*Consulting Engineers*
1600 WESTERN AVENUE **CORVALLIS, OREGON** TELEPHONE 3-6638

SANITARY
STRUCTURAL
HYDRAULIC
ELECTRICAL
MECHANICAL
FOUNDATION

BOISE OFFICE:
IDAHO BUILDING
TELEPHONE 3-5221
BOISE, IDAHO

March 9, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Record No. 515

Gentlemen:

At the request of the City of Cottage Grove we are submitting, for your consideration, a sketch indicating a plan for relocating the City's water lines through the State Highway right of way at 18th Street and Madison Avenue. The Plan shown does not vary from that indicated on your drawing except that the 12 and 14-inch mains are encased in two 36-inch conduits rather than both in a single conduit. The reason for using separate conduits is to avoid the difficulty in placing and maintaining the water mains.

The City is anxious to know how you intend to handle the relocation of these lines. At the present time the City has a contract under way for installation of water lines in various sections of Cottage Grove. If it is your intentions to have the City of Cottage Grove relocate these lines, may we suggest that the necessary arrangements be made with the City as soon as possible so that they can have their present contractor do the work.

Your early consideration of this matter will be greatly appreciated.

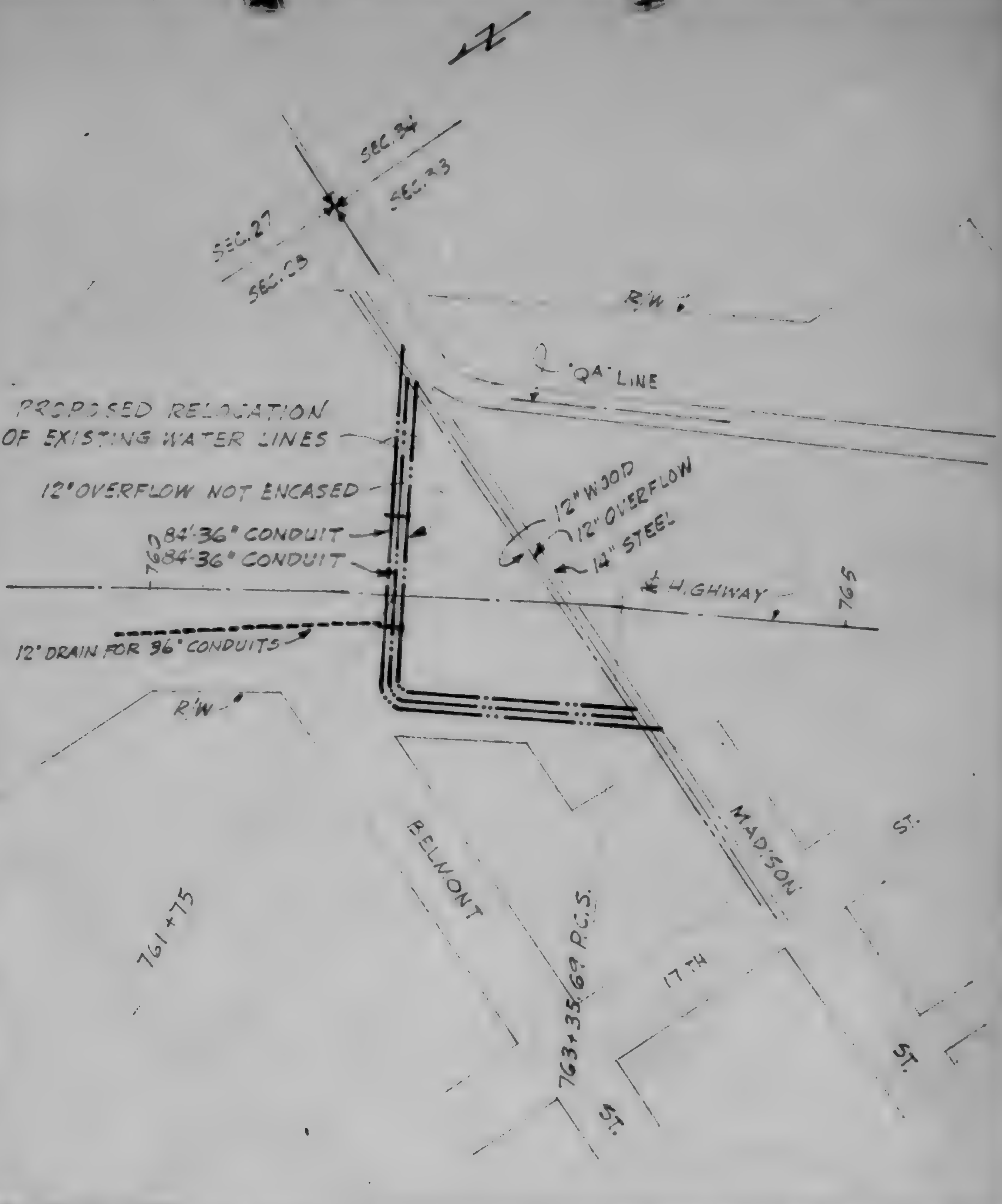
Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

Dale L. King
Dale L. King

DLK/pc
Enc: Sketch

RECEIVED
MAR 10 1954
OREGON
STATE HIGHWAY COMMISSION


N
SEC. 34
SEC. 33
SEC. 27
SEC. 28
R/W
℄ "QA" LINE
PROPOSED RELOCATION OF EXISTING WATER LINES
12" OVERFLOW NOT ENCASED
84'-36" CONDUIT
84'-36" CONDUIT
760
12" WOOD
12" OVERFLOW
14" STEEL
℄ HIGHWAY
765
12" DRAIN FOR 36" CONDUITS
R/W
MADISON
ST.
BELMONT
761+75
763+35.69 P.C.S.
17TH
ST.
ST.

RE: ORE. STATE DEPT.
COAST FORK WILLAMETTE RIVER-
DIVIDE UNIT
GOSHEN DIVIDE SECTION (SH 13)
HWY. STA 761+75

CITY OF COTTAGE GROVE, ORE.

WATER DISTRIBUTION SYSTEM ADDITIONS

## RELOCATION OF WATER LINES AT 18TH & MADISON

| | | |
|---|---|---|
| 1" = 100' | MARCH 3, 1954 | SHEET 1 OF 1 |
| DLK | **CORNELL, HOWLAND, HAYES & MERRYFIELD**<br>CORVALLIS, OREGON | A515-8 |

K&E NO. 100 N AGEPROOF

P

RECEIVED
FEB 2 - 1954
FOR FILING

Cottage Grove 4821
4955
5401

January 28, 1954

Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon

Attention: Mr. Dale L. King

Gentlemen:

In reply to your letter of January 22, I hand to you herewith copies of our plan and profile for the main highway and connecting roads in the vicinity of Madison and 17th Streets in Cottage Grove. From these plans and profiles you can determine the depths to which the pipeline would need to be laid to clear our contemplated construction with proper coverage.

We have also indicated on the plan the approximate toe of slope southerly from the 16th Street grade separation. While our present plans indicate that the pipeline would be just under the toe of the fill, I believe it would be well to give some thought to shifting this portion of the line a sufficient distance westerly to clear the slopes.

As you no doubt are aware, we are making a change in the city pipelines in the vicinity of 18th and Madison Streets as indicated on the plans. It might be well to give some thought to your design in this area so that complications will not arise later with respect to the change. We will be glad to cooperate with you in working out any necessary details of the change or connections. If you desire to discuss this or make a field inspection, please contact our Division Engineer, Tom Edwards, at Roseburg.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:js fp

FRED MERRYFIELD - HOLLY A. CORN[illegible] - JAMES C. HOWLAND - THOMAS B. HAYES - [illegible]HIE H. RICE - RALPH E. RODERICK

**CORNELL, HOWLAND, HAYES & MERRYFIELD**

*Consulting Engineers*

SANITARY
STRUCTURAL
HYDRAULIC
ELECTRICAL
MECHANICAL
FOUNDATION

1600 WESTERN AVENUE **CORVALLIS, OREGON** TELEPHONE 3-6638

BOISE OFFICE:
IDAHO BUILDING
TELEPHONE 3-5221
BOISE, IDAHO

January 22, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Record No. 515

Gentlemen:

The City of Cottage Grove, Oregon, is, at the present time, making some additions to its water distribution system and proposes to lay 12-inch cast-iron, mechanical joint pipe along a portion of the new Pacific Highway right of way, as shown on the enclosed print.

Normally, these lines are layed with a minimum of three feet of cover from the natural ground or finished grades of streets. We are wondering if the line will have to be placed deeper to maintain this cover at the grade separation on 16th Street. We are also wondering how much highway fill will be over the pipe in portion of line south of grade separation and if the line, as shown, is outside of the highway pavement.

Your early answer to these inquiries will be greatly appreciated, as the contractor is now working in Cottage Grove and anxious to get started on this line.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

Dale L King

Dale L. King

DLK/l

Enc.: print

NOTED
FORREST COOPE

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

| | | | |
|---|---|---|---|
| Project | Goshen-Coast Fork Willamette River | Prefix No. | 20-1034 |
| Highway | Pacific | County | Lane |
| Contractor | Durbin Bros. — Contract No. 4065 | F. A. Project No. | SFI-161(19) |
| Submitted by | H. S. Unger | Date reported | Aug. 20, 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: North end of Borrow Pit #2 at Goshen
Sampled at: 0-2'
To be used: Base - topping
Date received: Aug. 12, 1954
Sampled by: J. K. Morgan
Quantity represented:

## TEST RESULTS

Laboratory No. 343-19
Data Sheet No. A30706
Type of material: Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 4 | 0 | 0 | |
| 3 | 4.2 | 4.2 | |
| 2 | 15.2 | 19.4 | |
| 1½ | 14.0 | 33.4 | |
| 1 | 15.6 | 49.0 | |
| 3/4 | 9.4 | 58.4 | |
| 1/2 | 9.5 | 67.9 | |
| 1/4 | 9.2 | 77.1 | |
| 10 | 7.0 | 84.1 | |
| 40 | 9.7 | 93.8 | |
| 200 | 6.2 | 6.2 | |
| Total | 100.0 | | |

| | |
|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | 18.1 |
| Specific gravity (Le Chatelier) | 2.74 |
| Unit weight, dry rodded, lbs. per cubic foot | |
| Unit weight, loose, lbs. per cubic foot | |
| Fineness factor | |
| Sodium sulfate test, per cent loss | 6.2 |
| Asphalt stripping: Natural fines | |
| Manufactured fines | |
| Plasticity index: Natural fines | 14 % |
| Manufactured fines | % |
| Liquid limit: Natural fines | 35 % |
| Manufactured fines | % |

NOTED
W. C. WILLIAMS

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess PI

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer
- x Resident Engineer Edwards
- x Dist. Maint. Supt. Becker
- Foreman
- Files
- x
- x W. C. Williams
- x Unger
- x Geology & Soils

Engineer of Materials

State Printing 06336

file

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 12 1954
FOR FILING

4065

July 1, 1954

Durbin Bros. Construction Co.
2597 Roosevelt Blvd.
Eugene, Oregon

Re: Highway Department Contract
No. 4065

Gentlemen:

This is to acknowledge receipt of your letter of June 16, 1954, enclosing a copy of your letter of the same date addressed to Mr. W. P. Riddlesbarger and relating to a damage claim of Mr. George E. Hill.

We note your statement to Mr. Riddlesbarger that your company was at all times within the highway right of way when your tractor crossed the fences.

Your attention is directed to paragraph 6-7 of the specifications and contract agreement for state highway construction, which places the obligation upon the contractor to erect and maintain temporary fences or otherwise provide for the restraint of livestock. This obligation is not affected by the fact that fences may be within the right of way or within the area of your operations. If your operations necessitate the removal of fences it is your obligation to relocate or re-establish the same so as to prevent the escaping of livestock, and under the provisions of paragraph 6-7 of the contract, to do so at your own expense.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

NOTED

RLM:avh
cc - United Pacific Insurance Company
Floyd Query
H. G. Smith

F. QUERY

RECEIVED
FOR FILING
PFI-161(19)

June 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 2 covering relocation of water lines between Stations 187+10 and 194+63 on the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4065, in connection with Federal Aid Project No. BFI-161 (19).

This item is provided for as "Extra Work" in the special provisions of the contract and the work is to be done by the contractor on a force account basis. This is an estimated amount; payment will be made for the actual materials used and work performed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:tp

Encl.

RECEIVED
FOR FILING

111(1)

4065

June 17, 1954

Mr. Herbert W. Lombard
Attorney at Law
Wiser Building
Cottage Grove, Oregon

Dear Sir:

Durbin Bros., whose address is 2597 Roosevelt Boulevard, Eugene, have been awarded State Highway Contract No. 4065 for grading the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County. Durbin Bros. is a partnership consisting of Walter J., Howard F., Clarence A. and Wallace R. Durbin.

This is in reply to your letter of June 15 requesting the above information.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

HERBERT W. LOMBARD
ATTORNEY AT LAW
WISER BUILDING
COTTAGE GROVE, OREGON

June 15, 1954

4065

State Highway Commission
Salem, Oregon

Attn: Contract Division

Gentlemen:

Will you kindly advise me the name of the contractor who is grading on the relocated highway, Goshen Divide Section, in the area east of Creswell, Lane County, Oregon? I have been informed that the contractor's name is Durbin Bros. Would you give me the names of the partners and their correct address?

Thanking you for this information, I am

Very truly yours,

Herbert W Lombard
HERBERT W. LOMBARD

HWL:ep

P.S. This information is needed for the reason that the contractor failed to post signals and signs on the highway leading east of Creswell which resulted in an automobile accident.

RECEIVED
JUN 17 1954
STATE [illegible]

2F1-161(17)

4065

June 16, 1954

W. P. Riddlesbarger
10 Cascade Bldg.
Eugene, Oregon

Re: Highway Department Contract
No. 4065

Dear Sir:

The Oregon State Highway Commission has brought to our attention your complaint in the matter of possible damage by our Company to the land of your client, George Hill.

This letter is to inform you that our company was at all times within the highway Right of Way when our tractor crossed the fences of your client.

Very truly yours,

Durbin Bros.

Partner

WD:mf
cc - Oregon State Highway Commission
United Pacific Insurance Co.
✓ Floyd Query
✓ Forrest Cooper

F. QUERY

RECEIVED

FOR FILING

4065

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 3, 1954

Durbin Brothers
2597 Roosevelt Boulevard
Eugene, Oregon

Re: Highway Department Contract No. 4065

Gentlemen:

Enclosed herewith please find a copy of a letter received from Mr. W. P. Riddlesbarger having to do with your operations in carrying out Highway Department Contract No. 4065 for the construction of a portion of the Goshen-Divide Section of the Pacific Highway in Lane County. I am also enclosing a copy of my reply to this letter.

The details of the claim of Mr. Riddlesbarger are not entirely clear. However, it is noted that he is authorized to settle the matter for the sum of $500.00. We will appreciate your prompt attention to the matter.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
Encl.
cc - United Pacific Company
Floyd Query
Forrest Cooper

F. QUERY

NOTED
H. B. GLAISYER

FORM 2-23 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 3, 1954

Mr. W. P. Riddlesbarger
Attorney at Law
10 Cascade Building
Eugene, Oregon

Re: State Highway Commission
v.
George E. Hill, et ux.
L 2100 (R 18456)
Goshen-Divide Section
Pacific Highway

Dear Mr. Riddlesbarger:

This is to acknowledge receipt of your letter of May 28, 1954, relative to the above matter, in which you advise that there has been some bulldozing and other activities upon your clients' property.

Under the provisions of ORS 366.390 (O. C. L. A., § 100-116), at any time after proceedings have been instituted by the Highway Commission to acquire title to any real property, the Commission is authorized to enter into possession of any or all of such real property. This statutory authority is not dependent upon the issuance of an order of immediate possession.

With respect to damages which may have been caused Mr. and Mrs. Hill aside from that necessarily incurred in the construction of the highway, our contractor is required to observe due care to avoid any damage or injury to persons or property. The contract for this construction work is Durbin Brothers, under Highway Department Contract No. 4065. We will be very glad to call your complaint to their attention with the request that future damage be avoided and that any damage caused to date be taken care of as soon as possible.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
cc - Floyd Query
Forrest Cooper

C
O
P
Y

W. P. RIDDLESBARGER
Lawyer
10 Cascade Building
Eugene, Oregon

May 28, 1954

Mr. C. W. Enfield
Chief Counsel
Oregon State Highway Department
Salem, Oregon

Re: State Highway Commission vs.
George E. Hill and Dorothy Hill
Case No. 44638 - Your File L-2100

Dear Sir:

Yesterday morning someone connected with the parties building the new highway, for which the lands of our client, George Hill, are sought to be condemned, tore down the fences on our client's land and bulldozed an area on those lands. No authority has been given by our client to anyone to take such action, nor has any order of immediate possession been issued.

Our client had considerable difficulty in finding his cow which was thus enabled to seek other pastures, and the neighbors cattle came on our client's property and did considerable damage to his garden.

There have been several instances which have come to our attention in which either the contractor or representatives of the state have committed similar trespasses.

This is to request that immediate steps be taken to regularize the coming upon the land of our client by those connected with the project. In addition, demand is made for payment of all damages sustained. If the matter can be settled without resorting to litigation, my client has authorized a settlement by way of compromise for the sum of $500.00. If the matter can not be settled in that manner, full damages will be claimed.

Will you please advise us of the name of the contractor on the job, if there be such a contractor.

Very truly yours,

(Sgd.) W. P. Riddlesbarger

W. P. Riddlesbarger

WPR/str

Form PR 2 (Revised 1950)

1193

State Oregon

Federal Aid Bond Issue

Project No. BFI-161(19)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~[illegible]~~ approved by the District Engineer of the Bureau of Public Roads on the 14th day of October, 1953; and

Whereas the ~~[illegible]~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred twenty-four thousand and 00/100 dollars ($224,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds authorized by Chapter 491, Oregon Laws 1951, viz.:

(Include date and citation of act of legislature by which authorized)

| Issue | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|
| First | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| Second | $15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| Third | $10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |

~~(b) From other sources~~

Proceeds of bonds authorized by Chapter 20, Oregon Laws 1953, viz.:

| | | | |
|---|---|---|---|
| - | $32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 45+56.0 in the SE 1/4, Section 14, T. 18 S., R. 3 W., W.M., and survey station 442+25 in the NE 1/4, Section 35, T. 19 S., R. 3 W., W.M., except stations 155+40 - 156+60, 283+40 - 283+90, 305+13 - 305+77, and 418+32 - 418+82,

, length 8.725 miles, in Lane County,

being Oregon Federal Aid / Bond Issue project No. BFI-161(19), consisting of 8.725 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

APR

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **two hundred twenty-four thousand and 00/100** dollars ($**224,000.00**), which does not exceed the authorized Federal pro rata share of **three hundred sixty-one thousand, five hundred sixty-three and 95/100** dollars ($**361,563.95**), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

**Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

STATE HIGHWAY ENGINEER

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

Oregon State Highway Department

Federal Aid Project
No. EFI-161 (19)

## GOSHEN-COAST FORK WILLAMETTE RIVER SECTION
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

Type Code 0010
Roadway (Sta. 45+56 through Equation 91+37.97 - 24+63.24 to Sta. 442+33.34)
(Contract No. 4055)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 15,000.00 |
| 1,170 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 3,510.00 |
| 110 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 220.00 |
| 506,600 | cu. yds. | Borrow Excavation, Unclassified | 0.215 | 108,919.00 |
| 201,800 | cu. yds. | General Excavation, Unclassified | 0.22 | 44,396.00 |
| 3,066,500 | yd. sta. | Short Overhaul | 0.01 | 30,665.00 |
| 76,000 | C-yd. sta. | Long Overhaul | 0.35 | 26,600.00 |
| 8.73 | mi. | Finishing Roadbed and Slopes | 1,000.00 | 8,730.00 |
| 9,700 | lin. ft. | Rounding Cutbanks | 0.18 | 1,746.00 |
| 260 | lin. ft. | 72-inch Corrugated Metal Pipe | 37.00 | 9,620.00 |
| 500 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.80 | 900.00 |
| 120 | lin. ft. | 6-inch Concrete Pipe | 1.50 | 180.00 |
| 1,130 | lin. ft. | 12-inch Concrete Pipe | 1.85 | 2,090.50 |
| 2,600 | lin. ft. | 18-inch Concrete Pipe | 3.20 | 8,320.00 |
| 1,240 | lin. ft. | 24-inch Concrete Pipe | 4.50 | 5,580.00 |
| 20 | lin. ft. | 36-inch Concrete Pipe | 7.00 | 140.00 |
| 60 | lin. ft. | Salvaging 12-inch to 24-inch Culvert Pipe | 2.00 | 120.00 |
| 150 | lin. ft. | Salvaging 36-inch Culvert Pipe | 7.00 | 1,050.00 |
| 100 | cu. yds. | Backfill in Drains | 5.00 | 500.00 |
| 450 | cu. yds. | Class "A" Concrete | 49.00 | 22,050.00 |
| 84,400 | lbs. | Metal Reinforcements | 0.12 | 10,128.00 |
| 220 | lin. ft. | Metal Guard Rail, Optional Posts | 4.00 | 880.00 |
| 15,000 | cu. yds. | Selected Roadbed Topping | 0.65 | 9,750.00 |
| 3,200 | cu. yds. | 3/4" - 0 Material in Leveling Course | 3.00 | 9,600.00 |
| 3,200 | M-gal. | Sprinkling | 2.50 | 8,000.00 |
| | | | Subtotal | $328,694.50 |
| | | | 10% Engr. & Cont. | 32,869.45 |
| | | | Total | $361,563.95 |

| | |
|---|---|
| Length of Roadway | 8.727 Miles |
| Length of 13 Structures | 0.053 Mile (Exceptions) |
| Total Length | 8.780 Miles |
| Cost of Roadway per Mile | $41,430.49 |

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $224,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 137,563.95

$361,563.95

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, Laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. HFI-161 (19)

## GOSHEN-COAST FORK WILLAMETTE RIVER SECTION
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1953

Type Code 0010
Roadway (Sta. 45+56 thru Eq. 91+37.97 = 24+63.24 to Sta. 442+35)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 30,000.00 |
| 1,170 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 3,510.00 |
| 110 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 330.00 |
| 506,600 | cu. yds. | Borrow Excavation, Unclassified | 0.35 | 177,310.00 |
| 201,800 | cu. yds. | General Excavation, Unclassified | 0.35 | 70,630.00 |
| 3,066,500 | yd. sta. | Short Overhaul | 0.01 | 30,665.00 |
| 76,000 | C-yd. sta. | Long Overhaul | 0.50 | 38,000.00 |
| 8.73 | miles | Finishing Roadbed and Slopes | 1,000.00 | 8,730.00 |
| 9,700 | lin. ft. | Rounding Cutbanks | 0.15 | 1,455.00 |
| 260 | lin. ft. | 72-inch Corrugated Metal Pipe | 40.00 | 10,400.00 |
| 500 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.25 | 1,125.00 |
| 120 | lin. ft. | 6-inch Concrete Pipe | 1.00 | 120.00 |
| 1,130 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 2,260.00 |
| 2,600 | lin. ft. | 18-inch Concrete Pipe | 3.25 | 8,450.00 |
| 1,240 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 5,890.00 |
| 20 | lin. ft. | 36-inch Concrete Pipe | 11.00 | 220.00 |
| 60 | lin. ft. | Salvaging 12-inch to 24-inch Culvert Pipe | 2.00 | 120.00 |
| 150 | lin. ft. | Salvaging 36-inch Culvert Pipe | 6.00 | 900.00 |
| 100 | cu. yds. | Backfill in Drains | 5.00 | 500.00 |
| 450 | cu. yds. | Class "A" Concrete | 60.00 | 27,000.00 |
| 84,400 | lbs. | Metal Reinforcements | 0.12 | 10,128.00 |
| 220 | lin. ft. | Metal Guard Rail, Optional Posts | 3.00 | 660.00 |
| 15,000 | cu. yds. | Selected Roadbed Topping | 1.25 | 18,750.00 |
| 3,200 | cu. yds. | 3/4" - 0 Material in Leveling Course | 3.00 | 9,600.00 |
| 3,200 | M-gal. | Sprinkling | 2.50 | 8,000.00 |
| | | | Subtotal | $464,753.00 |
| | | | 10% Engr. & Cont. | 46,475.30 |
| | | | Total | $511,228.30 |

| | |
|---|---|
| Length of Roadway | 8.727 miles |
| Length of 14 Structures | 0.053 mile (Exceptions) |
| Total Length ✓3 | 8.780 miles |
| Cost of Roadway per Mile | $58,580.07 |

| | |
|---|---|
| Federal Funds | $316,000.00 |
| State Funds | 195,228.30 |
| | $511,228.30 |

4186

April 14, 1954

NOTED
V. R. JONES

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C. Ayers

Dear Sir:

Attached are three copies of an encroachment resolution, adopted by the City of Cottage, in connection with Oregon Project No. I-FI-161(22) Coast Fork Willamette River-Divide Section of the Pacific Highway in Lane County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John F. Hagemann
Ass't Engr., County and City Relations

Att.

Form cc-11 (1954)

Oregon Project No. I-PI-161(22)

# RESOLUTION 439

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Cottage Grove, Lane County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

**The relocated Pacific Highway from the easterly city boundary to the southerly city boundary.**

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Cottage Grove will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Cottage Grove, Lane County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Cottage Grove, Lane County, Oregon, this 22 day of March, 195[illegible].

ATTEST: M Edwards
City Recorder

Mayor

NOTED
V. R. JONES

Salem, Oregon
April 7, 1954

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. A [illegible]

Attached is a letter from the Mayor of Cottage Grove with drawings covering installation of drainage and water pipes on that section of the Goshen-Divide project within the city of Cottage Grove. It would appear from the Mayor's letter that someone from your office or the Division Office has already discussed this matter with the city officials.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

J. F. HAGEMANN

April 7, 1954

Mr. J. S. Crepeau
Mayor, City of Cottage Grove
City Hall
Cottage Grove, Oregon

Dear Mr. Crepeau:

This is to acknowledge receipt of your letter of April 6th regarding the placement of certain pipe in connection with the Goshen-Divide section of the Pacific Highway. Your letter is being turned over to the Construction Engineer under whose jurisdiction it falls.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. H. G. Smith, Construction Engineer

RECEIVED
FEB 10 1954
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1492

Salem, Oregon
January 28, 1954

Agenda Item 5-1

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a supplemental throughway agreement with Lane County in connection with the Goshen-Coast Fork Willamette River project in Lane County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Lane County.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

Agenda

FORM E-30

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1954

AGENDA
JAN 21 1954

5 l

**SUBJECT:** Assignment No. 4720

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY [illegible]

Attached are three copies of a supplemental throughway agreement in connection with the Goshen-Coast Fork Willamette River project in Lane County.

Two copies of the agreement have been signed by the Lane County Board of Commissioners and are now ready for presentation to the Highway Commission.

This completes Assignment No. 4720.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

"A" — 2 copies to be signed

[illegible]

MAP

M

No. 4720
By

**Date:** December 8, 1953 ASSIGNMENT

**Description:** Letter of Dec. 4 by Tom Reeder enclosing xxxx seven copies of proposed supplemental agreement between State and Lane County covering road closure not covered in earlier agreement in connection with Goshen-Coast Fork Will. R. Unit of Goshen-Divide Sec.

Acknowledged by _____ Referred to Cattrall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed 1-5-54 Report received ________

**Remarks:** For execution by Lane County.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

NT

PLEASE RETURN TO
W. C. WILLIAMS

Herewith, you will find the original and six copies of the proposed supplemental agreement to be entered into by and between the State and Lane County, covering a road closure which was not covered in an earlier agreement between the said parties in connection with the construction of the Goshen-Coast Fork Willamette River Unit of the Goshen-Divide Section of the Pacific Highway in Lane County as a throughway.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

NOTED
W. C. WILLIAMS

RECEIVED
DEC 9 1953
ENGINEER
[illegible] CITY RELATIONS

RECEIVED
DEC 8 1953
STATE HIGHWAY ENGINEER

FORM E-30 25M 1-52 88419

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 4, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

L

Dear Mr. Williams:

Herewith, you will find the original and six copies of the proposed supplemental agreement to be entered into by and between the State and Lane County, covering a road closure which was not covered in an earlier agreement between the said parties in connection with the construction of the Goshen-Coast Fork Willamette River Unit of the Goshen-Divide Section of the Pacific Highway in Lane County as a throughway.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

NOTED
W. C. WILLIAMS

RECEIVED
DEC [illegible] 1953
ENGINEER
[illegible] RELATIONS

RECEIVED
DEC [illegible] 1953
[illegible]
STATE [illegible] ENGINEER

RECEIVED
FOR FILING

RFI-161(12)

4065

January 28, 1954

County Court of Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County a fully executed copy of a supplemental throughway agreement between Lane County and the State Highway Commission covering the Goshen-Coast Fork Willamette River project in Lane County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1954
SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I hand to you herewith four sheets of Sheets 3 and 4, Goshen - Coast Fork Willamette River Section. These sheets reflect a change in the $L^6$ Line with a connection from the $L^6$ to the old highway so that traffic west bound from the Willamette can make a turn back into Goshen.

Will you please make proper distribution of the sheets and incorporate the revised plans in the work.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

cc W. C. Williams

RECEIVED
JAN 20 1954
FOR FILING

[illegible]

4065

Misc. C&A 1530

MISC. CONTRACTS and
AGREEMENTS No. 1530

Salem, Oregon
January 19, 1954

Mr. W. C. Williams
Deputy State Highway Engineer
Building

Dear Mr. Williams:

We have received a certified copy of Resolution No. 438 adopted by the City Council of Cottage Grove on January 15 approving the throughway section of the Pacific Highway within the limits of Cottage Grove and consenting to the closure of Parks Road. This copy is being filed as Miscellaneous Contract and Agreement No. 1530.

Very truly yours

Secretary

FAQ:m

cc - Mr. H. G. Smith
Mr. John Cattrall

query to file

J. W. CATTRALL

NOTED
V [illegible]

January 18, 1954

Mr. J. M. Edwards
City Recorder
Cottage Grove, Oregon

NOTED
Harold C

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of a certified copy of Resolution #438 covering the construction of a section of throughway within the corporate limits of Cottage Grove. Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

FORM E-30 25M 9-51 82318

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 14, 1954

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Herewith, you will find the original and six copies of the proposed resolution to be adopted by the Common Council of the City of Cottage Grove, whereby said Council consents to the closure of Parks Road where the same intersects the Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway.

You will note that only the original has an exhibit attached thereto. It will be necessary for the County and City Relations Division to attach exhibits and mark them Exhibit "A" on all copies of the resolution which are used.

Yours very truly,

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

RECEIVED
JAN 1 8 1954
FOR FILING

HFI-161(19)

4065

January 14, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 12, 1954 on Contract No. 4065, Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. HFI-161 (19).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

RECEIVED
NOV 12 1953
~~FOR FILING~~
BF1-161(19)

10-7-53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Goshen Divide

**Highway:** Pacific

**County:** Lane

**Prefix:** 20-1453-900

**Res. Engr.:** J. C. Chapman

**Length of Project:** 8.77 Miles

**Stations:** $L^s$ 45+40 to L442+00

The recommended total thickness of base course plus surfacing is as follows:

| Thickness for A.C. | Stations |
|---|---|
| | Trunk Lanes |
| 20½" | $L^s$ 45+56.0 to $L^s$ 91+37.97 = L 24+63.24 |
| | $L^n$ 45+56.59 to $L^n$108+42.20 = L 38+35.95 |
| | L 24+63.25 to L 268+00 |
| | L 90+00 to 114+40 Exception because of 1951 construction |
| | L 281+00 to L 293+00 |
| | L 372+00 to L 385+00 |
| | Willamette Highway Connection |
| 20½" | $L^w$ 72+65 to $L^w$ 82+50 - Southbound |
| | $L^1$ 57+09.93 to $L^1$ 102+00 |
| | $L^2$ 60+47.97 to $L^2$ 102+00 |
| | $L^6$ 35+27.89 to $L^6$ 46+87.85 - Northbound |
| | Creswell Separations |
| | $L^n$ 284+00 to $L^n$ 293+00 |
| | CA 3+97.3 = L 283+97.3 to CA 10+00 |
| | Trunk Lanes |
| 10½" | L 268+00 to L 281+00 |
| | L 293+00 to L 372+00 |
| | L 385+00 to L 442+00 |
| | Creswell Connections |
| 10½" | C 6+13.5 to C 22+65.5 - Crossing |
| | 10+00 to CA18+51.1 |
| | CB 6+15.1 to CB 9+59.3 |
| | CD 1+06.13 to CD11+49.0 |
| | CE 0+00 to CE 3+78.7 |
| | CF 6+78.2 to CF 9+71.9 |
| 20" | 105+88.43 to 122+47.64 = $L^3$ 123+03.32 |
| | Old Road Connection |
| 10½" | $L^n$ 293+00 to $L^n$ 316+00 |

RECEIVED
NOV 12 1953
~~FOR FILING~~
BFI-161(19)

10-7-53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** ~~Goshen Divide~~

**Highway:** Pacific

**County:** Lane

**Prefix:** 20-1453-900

**Res. Engr.:** J. C. Chapman

**Length of Project:** 8.77 Miles

**Stations:** $L^s$ 45+40 to L442+00

The recommended total thickness of base course plus surfacing is as follows:

| Thickness for A.C. | Stations |
|---|---|
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| | Willamette Highway Connection |
| 20½" | $L^W$ 72+65 to $L^w$ 82+50 - Southbound<br>$L^1$ 57+09.93 to $L^1$ 102+00<br>$L^2$ 60+47.97 to $L^2$ 102+00<br>$L^6$ 35+27.89 to $L^6$ 46+87.85 - Northbound |
| | Creswell Separations |
| | $L^n$ 284+00 to $L^n$ 293+00<br>CA 3+97.3 = L 283+97.3 to CA 10+00 |
| | Trunk Lanes |
| 10½" | L 268+00 to L 281+00<br>L 293+00 to L 372+00<br>L 385+00 to L 442+00 |
| | Creswell Connections |
| 10½" | C 6+13.5 to C 22+65.5 - Crossing<br>10+00 to CA18+51.1<br>CB 6+15.1 to CB 9+59.3<br>CD 1+06.13 to CD11+49.0<br>CE 0+00 to CE 3+78.7<br>CF 6+78.2 to CF 9+71.9 |
| 20" | 105+88.43 to 122+47.64 = $L^3$ 123+03.32 |
| | Old Road Connection |
| 10½" | $L^n$ 293+00 to $L^n$ 316+00 |

| Thickness for A.C. | Stations |
|---|---|
| Total Thickness for Eventual 0-11 Oil Mat | |
| 9¼" | E 11+60.10 to E 29+69.20<br>I 0+00 to I 13+36.31<br>South Frontage Road<br>263+50 to 283+50 |
| 10¼" | D 7+40 to D 20+20 |
| 12¼" | DK 8+00 to DK 17+00<br>G 0+00 to G 54+86.22 = L°67+86.35<br>L° 67+86.35 to L°111+25 |
| 12¼" | Frontage Roads<br>North 182+00 to 234+00<br>South 283+50 to 302+21.39 |

Submitted by W. C. Hill
Soils Engineer

Recommended by H G Smith
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
~~Ass't.~~ State Highway Engineer

cc:
Asst. ~~Ass't.~~ State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (J. C. Chapman)
Office Engineer
Soils Engineer

10/7/53

| Location |  | Soil Characteristics |  |  |  |  | Required Thickness Traffic |  |  |
|---|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Light | Med. | Heavy |
| 221+00, ℄ | 3'- 8' | 62.9 | 53 | 23 | 56 | 28.9 |  |  | 11½" |
| 180+00, ℄ | 3'- 4' | 66.2 | 45 | 14 | 46 | 30.7 |  |  | 15 " |
| 180+00, ℄ | 0 - 3' | 62.8 | 35 | 14 | 21 | 30.8 |  |  | 22 " |
| Creswell Borrow, H. #4 | 1'-36' | 15.0 | 32 | 13 | 62 | 6.9 |  | 8½" | 9½" |
| Sly Borrow, H. #4 | 9'-24' | 16.3 | 31 | 13 | 30 | 5.7 |  | 8½" | 9½" |
| Creswell Borrow, H. #2 | 1'-32' | 8.6 | 29 | 10 | 46 | 4.2 |  | 8½" | 9½" |
| Creswell Borrow, H. #1 | 2'-36' | 8.2 | 29 | 8 | 48 | 3.9 |  | 8½" | 9½" |

All other borrow is good subgrade material. Out of 669,000 yards overall excavation used in roadbed, 469,000 yards are borrow material.

RECEIVED
JAN 15 1954
FOR FILING

4 6

Salem, Oregon
January 13, 1953

Mr. C. W. Enfield
Chief Counsel

It is requested that a resolution be prepared for adoption by the City of Cottage Grove covering construction of a section of throughway within that city. Points to be covered are as follows:

The section within the city is being constructed as part of the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section, of the Pacific Highway. The State will construct and maintain a frontage road along the easterly side of the throughway and connect this frontage road to Taylor Avenue by means of road under the throughway. The frontage road and connection to Taylor Avenue are shown colored in green on the exhibit. The point of closure for Parks Road is shown by a red line.

The City shall consent to the closure of Parks Road at its intersection with the westerly throughway right of way boundary.

The City shall agree that there shall be no access to the throughway within the corporate limits of Cottage Grove.

Proper exhibits are being prepared for attachment to the resolution. The attached map is an approximation to be used as a guide in preparing the resolution. Any questions on this matter should be taken up with the County and City Relations Division.

Six copies in addition to any required by the Legal Division are needed.

W. C. Williams
Deputy State Highway Engineer

Encl.
JFH:MM
cc: J. W. Cattrall

RECEIVED
JAN 11 1954
FOR FILING

BF1-161(19)

4065

January 8, 1954

Durbin Bros.
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4065, which was awarded to you on December 11, 1953 by the State Highway Commission, for grading on the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
Harold C. Ayers

January 7, 1954

Mr. J. M. Edwards
City Recorder
Cottage Grove, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of your letter of January 6th advising that the City Council decided not to approve the street closures in connection with the location of the Pacific Highway as shown on the map left with the City Engineer for presentation to the Council.

Your letter has been forwarded to Mr. W. C. Williams, Deputy State Highway Engineer, and you will be advised of resulting developments.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:MM

J. S. CREPEAU, Mayor

J. M. EDWARDS, City Recorder

# CITY of COTTAGE GROVE

*Lumber Capital of Oregon*

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
GEORGE STEPHEN, Treasurer
H. W. LOMBARD, Attorney
ED. JONES, Chief of Police
ERNEST C. SHIPLEY, Fire Chief

Councilmen
JOE BRICHER
H. B. McMILLAN
RICHARD L. THWING
ROBERT MILLS
S. A. COOP
GIL GARDNER

COTTAGE GROVE, OREGON

January 6, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Hagemann, Assistant Engineer

Dear Sir:

By order of the Common Council, I am writing you concerning your request for acceptance of re-location of Pacific Highway, a portion of which, together with access road, will be within the southeast city limits and all of which is shown by your map delivered to the City Engineer.

After considering the map, the Common Council of the City of Cottage Grove, with the information it had at hand, decided not to approve the map as it desires that all of the highway be located east of the city limits. At the present time, the city can see no compelling reason for locating the main portion of "re-located highway" within the city limits.

The city wants to cooperate in connection with this matter. I am,

Very truly yours,

J M Edwards

J. M. Edwards,
City Recorder

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 7 1954
ENGINEER
[illegible]

JME:dh

RECEIVED
FOR FILING

[illegible]

4065

AGENDA
JAN 21 1954

3a-3

December 11, 1953

Durbin Brothers
2597 Roosevelt Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 accepted your proposal for 8.73 miles of grading on the Goshen-Coast Fork, Willamette River Unit, Goshen-Divide Section of the Pacific Highway south from Goshen in Lane County for the sum of $528,094.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and necessary right of way is acquired. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4065.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc W. M. Franzen, SIAC
H. G. Smith
S. H. Probert
Goldie Lewis

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT BFI-161(19)

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4[illegible]

December 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-161(19), Goshen-Coast Fork Willamette River Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4065 to Durbin Brothers of Eugene, Oregon, low bidder in the amount of $328,694.50 at the October 29, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1953
FOR FILING

FI I [illegible]

4065

December 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Goshen-Coast Fork Willamette River Section of the Pacific Highway in Lane County, Project BFI-161 (19), to Durbin Bros. of Eugene, Oregon, on the basis of the bid of $328,694.50 submitted on October 29, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

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NOV 1953
FOR FILING

BF1-161(17)

[illegible]

BF1-161(17)

November 6, 1953

County Court of Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County a fully executed copy of a Throughway Agreement between the State Highway Commission and Lane County covering the Goshen-Coast Fork, Willamette River Unit of the Pacific Highway in Lane County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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[illegible]
Prog & Insp
[illegible]

Salem, Oregon
November 6, 1953

MISC. CONTRACTS and AGREEMENTS No. 1417

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a Throughway Agreement with Lane County covering the Goshen-Coast Fork, Willamette River Unit of the Pacific Highway in Lane County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Lane County.

Yours very truly,

Secretary

FH
Attach: 1

REFERRED TO [illegible]
BY SECRETARY

to file

RECEIVED
[illegible] 1953
FOR FILING

[illegible]
[illegible]
[illegible]

[illegible] [illegible] (19)

November 2, 1953

Durbin Bros.
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 accepted your bid in the amount of $328,694.50 for grading of 8.73 miles on the Goshen-Coast Fork Willamette River Unit, Goshen-Divide Section of the Pacific Highway in Lane County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U.S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enclosure
cc: H. G Smith
S. H. Probert
W. M. Franzwa-SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 14, 1953

RFI 161(19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BFI-161(19), Goshen-Coast Fork Willamette River Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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AUG 1 1 1953
FOR FILING

File

BFI-141(A

4015

Salem, Oregon
August 6, 1953

Mr. W. C. Williams
Assistant State Highway Engineer

Present estimates for the Goshen-Divide Section exceed allotted amounts by about $650,000. Should not a determination be made of where the additional money is to come from?

The increases are as indicated below:

| | Allotted | Revised Estimate |
|---|---|---|
| North Unit - 8.77 miles: | | |
| Grading | $ 575,000 | $ 575,000 |
| Paving | 500,000 | 665,000 |
| Bridge, N. Crossing of Coast Fork (54 FA) | 220,000 | 210,000 |
| Other Structures | 375,000 | 440,000 |
| South Unit - 11.63 miles: | | |
| Grading (55 FA) | 915,000 | 900,000 |
| Paving | 600,000 | 930,000 |
| Structures | 560,000 | 680,000 |
| | $3,745,000 | $4,400,000 |

S. H. Probert
Office Engineer

SHP:gs

UI-323(3) Halsey St. U'Xing, Reconst. 1953
#4066

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FOR FILING

4066

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 4, 1955

C
O
P
Y

**SUBJECT:**

**To:** MEMORANDUM TO THE FILES:

A conference was held in this office today between officials of Gibbons & Reed Company and Highway Department engineers relative to claims of Gibbons & Reed Company on two separate contracts, one being the 42nd Avenue to 92nd Avenue Section and the other the 92nd Avenue to Fairview Section, both on the Banfield Expressway. Representing Gibbons & Reed Company were A. V. Toolson, District Manager, and Superintendent Bowman. Representing the State Highway Department were W. C. Williams, G. S. Paxson, Forrest Cooper, A. G. Skelton, and Resident Engineer M. J. Merrin.

In the matter of the 42nd to 92md Avenue project their claim was relative to a very material underrun in both long and short overhaul, which drastically affected the distribution of quantities and resulted in a different plan of operation than had been contemplated originally. The entire project underran more than $100,000, of which approximately #30,000 was an underrun on haul quantities. After considerable discussion it was agreen that the entire claim for change in plans, underrun of various quantities, and necessary changes in operations would be allowed in the amount of $15,500 as total settlement. The necessary Price Agreement is being prepared.

On the 92nd Avenue-Fairview Section, Gibbons & Reed had presented a claim in the amount of $65,235.23, alleging such amount to be the cost of delays by reason of noncompletion of various structures under contract to other contractors throughout the length of the project. My opinion, as expressed to the Gibbons & Reed representatives, was that this claim was without basis of foundation and that it should be rejected in its entirety. This was concurred in by Paxson, Cooper, Skelton, and Merrin, with the result that Gibbons & Reed representatives were advised that this claim was rejected in its entirety and that we could see no basis for compromise, in that if any portion of the claim were allowed the entire amount would be open to further discussion. The conference ended with out flat rejection for the consideration of any portion of the $65,235.23 claim.

/s/ W. C. Williams

W. C. Williams

WCW:me
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. Forrest Cooper
Mr. A. G. Skelton

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1955

SUBJECT:

To: Mr. Robert L. May, Jr.
Assistant Counsel
Office

Dear Mr. May:

I have in compliance with your request of July 27th made a study of the Gibbons & Reed claim for damages due to States alledgedly causing delay in completion of project and subject to premises hereinafter indicated recommend that this claim for damages be rejected although recognizing that State is responsible for damages arising out of any delay occasioned contractor due to non use of Halsey Street overcrossing.

An analysis of the fact situation as represented indicates that this claim for damages is based upon the contractor's contention that they were forced to shut down for four months from November 1953 to February of 1954 due to noncompletion of 102nd Street reconstruction, Halsey Street reconstruction, 122nd Avenue-Arata Road structures, Cereghino overcrossing and 92nd Street Interchange.

There is no indication in the fact situation that indicates that contractor was delayed or claims to have been delayed by noncompletion of any of the above indicated structures other than Halsey Street overcrossing, the 148th Street overcrossing, Cereghino overcrossing and the noncompletion of Birdsdale Road. For reasons to be hereinafter set forth a discussion of liability in length need not be had for delay arising out of the noncompletion of any of the projects above indicated other than the Halsey Street overcrossing. (See pages 26-27 special provisions).

The structures other than the one indicated were in a state of noncompletion due to no fault of State. The contractors for those structures were not under the control of State. Other than the assessment of penalty for engineering overrun State had no recourse, under the fact situation. This assessment of penalty was duly made in those instances meriting said action. In instance of all structures excepting the one indicated, i.e., the Halsey Street Overcrossing, the contract was duly let and work could have progressed under normal conditions so as not to cause any impediment to work of claimant. State is not a guarantor of the work progress of contracters building roads or structures for State. This factor is recognised by the general contract provision indicating responsibility for delays to be upon the contractor causing such delay. See Sec. 5-12 General Provisions, Page 10, Gibbons & Reed Contract. State would not be responsible for nonperformance of others without assuming said responsibility. 13 C.J. Contracts Sec. 712, Pg. 639, et seq. No duty on part of insisting upon or supplying a definite use date existed under the present contract as applicable to the structure contracts. Hence State is not responsible for delivering use of structures at any fixed period. One is not responsible for the independent acts of another. 13 C.J. Sec. 63, et seq. Pg.271.

The delay, if any, occasioned solely by the noncompletion of the Halsey Street reconstruction posits another question. The Highway Department indicated a use date of November 30, 1953, upon the Halsey Overcrossing project, whereas in fact the contract for this project was not awarded until December 14, 1953. The original time of completion of the Gibbons & Reed Contract was April 30, 1954.

The contract was entitled to depend upon the use date indicated in the specifications given herein at the time of entering into contract insofar as it was within the State's power to bring this use status into being. The contractor would have no occasion to enter into any agreement or state of affairs involving Multnomah County's moving for a widening of the deck of the overcrossing in question, however well taken the motif might have been for so widening the structure. Responsibility, or knowledge of the delay occasioned would not be imputable to contractor.

Delay caused by the adverse party is a breach of contract by the adverse party rendering him liable in damages. A party who being prevented by the fault of the adverse party from completing the contract in the time stipulated has an action for damages. occasioned by the delay. 12 Am. Jur. Sec. 351, Pg 950-960; 12 Am. Jur. Sec. 721, Pg. 647, et seq.

Under contract to furnish stone for a building, including the sawing and dressing required, a contractor was allowed to recover damages for enforced suspensions of, and delays in, the work by the other party arising out of doubts of the desirability of completing the building with stone, and of the site this delay was occasioned by an examination of the foundation of the stone by several commissions. Guerine Stone Co. v. P.J. Corlin Construction Co. 240 U.S. 264. 60 Lawyers Ed. 636.

Where a contractor with the Government completed the job under the contract, reserving the right to claim damages due to long delays occasioned by the Government's failure to perform its part and actions for damages occasioned solely by the delay of the Government was valid. U.S. v. Wyckoff Pipe & Creosoting Co. 271 U.S. 263. 70 LE 938.

One who contracts for the performance of labor upon his property to be completed upon a day certain, and obligates himself to furnish the necessary materials and/or prepares the property for the performance of the work is liable to the contractor for the value of any services he performs and for any loss sustained by him if he is delayed beyond the time specified in the performance of the work by the default of the owner. Ind. Northern Traction Co. v. Brennan 174 Ind. 1-87 N.E. 215-30 LRA NS 85.

In this particular instance the fact that contractor was delayed by the failure of State to award the contract for the Halsey Street Overcrossing until December 14, 1953 is far from certain; without exploring the ramifications of whether this was the sole cause of contractor's delay. The contention of the contractor that his machinery was idle during the four months period solely because of not being able to have access and use of this structure is refuted by the fact that it was winter season and that the material was too wet to allow working.

The engineer's weekly report indicates an orderly preparation for the winter close down.

It is also the considered opinion of the engineering department that Gibbons & Reed had access way to all sections of the roadway excepting the main line roadway immediately under the structure during the entire year of 1953; and that save for this short segment, that no delay could have been occasioned.

Based upon the fact that it appears that the winter season would have occasioned a shut down in any event and that Gibbons & Reed were, should we say, somewhat derelict in their duty of vigorously prosecuting work to the best of their ability under the conditions existing, I would advise that their claim for damages in the sum of $65,235.23 be denied. While there is danger in the State's failure to award the Halsey Street contract in a timely manner, it is doubtful from the fact situation that any portion of the alleged damage can be traced to State's failure to act in awarding the Halsey Street contract.

Yours very truly,

James B Daniels

JAMES B. DANIELS
Assistant Attorney

JBD:br

FORM 2-30 20M 6-51 66310

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1955

SUBJECT: Gibbons & Reed claim
Contract No. 3807

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You recently requested the advice of this office with respect to the claim of Gibbons & Reed under the above contract. I am attaching hereto a copy of a letter from Mr. James B. Daniels, Assistant Attorney, concerning the problem. You will note that Mr. Daniels concludes that Gibbons & Reed Company has no valid basis for a claim against the State with the possible exception of damages resulting from the failure of the State to call for bids for the construction of the Halsey Street Overcrossing. Whether there is any basis for claim for damages occurring as a result of this incident will depend largely upon the factual question of whether or not failure to call for bids at an early date actually delayed Gibbons & Reed Company.

I am returning herewith your file concerning the matter, together with the Office Copy of Contract No. 3807 and the General Files concerning that contract.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

RECEIVED
JUL 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1955

SUBJECT: Gibbons & Reed claim
Contract No. 3807

NOTED
W. C. WILLIAMS

To:
Mr. W. C. Williams

Attached hereto is the claim of Gibbons & Reed in the amount of $65,235.23 covering alleged costs of delay by reason of noncompletion of structural projects within the limits of the grading project from 92nd Avenue to Fairview on the Banfield Expressway. Also attached are reports from Mr. Cooper, Mr. A. G. Skelton, Mr. Don and Mr. J. T. Skelton.

Gibbons & Reed allege that they were forced to shut down during the four months from November 1953 to February 1954 solely because of the noncompletion of the structures. There are five structural contracts involved: 102nd Avenue Reconstruction, Halsey Street Reconstruction, 122nd Avenue-Arata Road Structures (122nd Avenue, 148th Avenue, 162nd Avenut, Rockwood Road and Birdsdale Road), Cereghino Overcrossing, and 92nd Avenue Interchange.

Gibbons & Reed make quite a point of the fact that, although their contract gives an expected date of November 30, 1953 for the Halsey Street Reconstruction to be usable, the work was not started until five months after that date. Actually the contract for the Halsey Street project was awarded December 14, 1953 and work started January 4, 1954. The starting of this project was delayed for two reasons: Halsey Street could not be closed to traffic until 102nd Avenue was opened. Traffic was routed over 102nd Avenue on December 31, 1953. The Halsey Street structure was redesigned and widened to a three-lane structure at the request of Multnomah County. Gibbons & Reed had the use of a roadway under the old east approach during the entire year of 1953. Their only delay was in the widening of the main-line roadway immediately under the structure. The old east approach was completely removed by March 8, 1954 and Gibbons & Reed could have made the excavation at any time after that date. They did not start this excavation until May 18, 1954, over two months after the site was available. This delay seriously inconvenienced Young & Smith, the structural contractor.

The Gibbons & Reed contract did not include the backfilling of any of the structures in the 92nd Avenue-Fairview structural contract. They had a passage way around or over these structures at all times. There is no apparent reason why noncompletion of the structures should have delayed their work.

The work on the Cereghino Overcrossing project, under contract to Carl M. Halvorson, Inc., was not far enough along to allow the completion of the backfill by Gibbons & Reed on the expected date of November 30, 1953. The State did make every effort to expedite this work. Halvorson did shut the job down on December 14, 1953 and did not resume work until February 15, 1954. The weather during this time was unfavorable with rain, sleet and ice which Halvorson claimed created too dangerous a condition to allow men to work on the high falsework. Falsework was removed and the site was available for backfilling on April 30, 1954. It became evident in the fall of 1953 that the overcrossing would not be ready for backfilling by November 30, 1953. In order to accommodate Gibbons & Reed as much as possible, the State executed a price agreement with Halvorson under which he moved all of his construction materials and equipment from the east end of the structure so that the embankment could be made up to the footings of the end bents. This cost the State $791.23. The haul-road trestle was in place and Gibbons & Reed had access to all their work except approximately 65 linear feet of embankment at the east end of the structure.

The fifth structural project in this section is the 92nd Avenue Interchange. Contract for this structure was awarded to United Builders, Inc., on January 22, 1953. The contractor was ready to start work on March 3, 1953, but could not do so because Gibbons & Reed had not done the grading at the site although their contract listed that grading as one of the items to be done at an early date to facilitate the structural work. The structural contractor was held up on his job until August 4, 1953.

The records show that, except for the short section of fill at the east end of the Cereghino Overcrossing and the cut through the east approach of the Halsey Street job, no delay was caused to Gibbons & Reed.

The specifications for the Gibbons & Reed contract specifically list November 30, 1953 as the "expected date" when the bridges will be usable. We also wrote the following into the contract: "Noncompletion of the other work within the expected time will not, however, relieve the contractor of his obligation to complete specified under the contract. Neither will such noncompletion entitle him to extra compensation of any kind." This would seem to be ample warning that no guarantee of any kind was given of the completion of the structures by that date. The delays that occurred were not foreseeable by the State when the Gibbons & Reed contract was drawn. We could not anticipate that the County would ask the complete redesign of the Halsey Street job to provide three lanes of traffic, nor could we anticipate the unsatisfactory progress made by Halvorson at Cereghino. We did not approve the shuting down of work and did everything we could to get him to continue work. Under the contract our only course was to assess engineering costs for the overrun in time against him, which we did.

Even had these jobs been "usable" by November 30, 1953. Gibbons & Reed could not have finished their work by April 30, 1954. The statement in their claim that they worked their equipment through the previous winter of 1952-53 is erroneous. In Mr. Don's report he states that, "No grading was done from the 23rd day of December 1952 until the first week of April 1953." The winter of 1953-54 was a more unfavorable winter than the previous one.

It is unfortunate that the construction schedules on the structures were not met, but even had they been met Gibbons & Reed would have been shut down for a considerable period during the winter because the material was too wet to move. The contract did not guarantee the structural completion dates and specifically warned the contractor that he would not receive extra compensation in case they were not ready. The State did all that it could reasonably do to push the structures along, and the delays could not have been anticipated by the State when Gibbons & Reed were awarded the contract. I can find no legal obligation to allow any part of this claim, nor do the facts indicate that the job could have been completed during the winter of 1953-54 had the structures been ready. I recommend that the claim be denied.

Very truly yours,

G S Paxson

G. S. Paxson

GSP:gm
Attach.
cc Mr. Forrest Cooper

FORM [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1955

SUBJECT: Claim of Gibbons and Reed
Cereghino Overcrossing of
U. P. Railroad, Contract 3878

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to your request for dates on the Cereghino Overcrossing, Contract No. 3878, Carl M. Halvorson, Inc., contractor, I have the following to report.

Contract No. 3878 was awarded February 26, 1953. The contract had a stipulated date of completion of April 30, 1954.

Work under this contract was not started until June 3, 1953, or slightly over three months after the award. Weather and difficult access conditions were probably the contractor's reason for such a late start. For a 28-week period of active construction through December 14, 1953, an average crew of 24 men were employed. During this period all retaining walls were poured. The north or westbound structure was poured to the top of the roadway curbs, footings were poured, columns were poured above the ground surface, stripped and backfilled on the south or eastbound structure. The falsework wedges were slacked under the beam bottoms of the north structure. Then, presumably due to inclement weather, no further construction activities were carried out until February 15, 1954.

During the period of inactivity, all key personnel were moved to Bandon on the Bullards Ferry Bridge where construction activities were carried on under weather conditions that could not have been more favorable than at Cereghino.

To expedite Gibbons and Reed's work, Price Agreement No. 3 was entered into between the State and Carl M. Halvorson on September 21, 1953, to move stockpiled material from the bridge site to make room for additional embankment material between the east end of the haul road bridge and the east end of the Cereghino Overcrossing. This was at an expense of $791.23 to the State to expedite the grading contractor's work. With this order it was possible for the grading contractor to make a large part of his fill and to stockpile a large part of the remaining dirt needed.

The last of the deck slab was poured on the south structure on April 23, 1954.

On April 28, 1954, all of the curb on the south structure was poured and half of the handrail on the north structure. On April 30th, the falsework and beam forms had been removed from the three east spans, and this end of the bridge was ready for the grading contractor to place his roadbed embankment. On June 1, all concrete was in place. By July 14, 1954, all work was completed except for removal of the haul road bridge.

July 26 through August 20 was utilized in removing the haul road bridge and cleaning up the site.

Very truly yours,

J. T. Skelton

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
July 25, 1955

SUBJECT: Gibbons & Reed's Claim
Data on 92nd Avenue Traffic
Interchange
United Builders, Inc., Contractors

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Dear Sir:

The 92nd Avenue Interchange was indicated on Gibbons & Reed's contract to be completed November 30, 1953. United Builders, Inc., were awarded their Contract 3851 on January 22, 1953 for this interchange. Steel piling were delivered and they were ready to start work on March 3, 1953. Contract No. 2851 restricted work at Bents No. 2 and 3 for both excavation and driving of piling and excavation for the two retaining walls adjacent to these bents until the grading of the lower roadway was completed by the grading contractor, Gibbons & Reed Co. Due to the difficulty of backfilling around the steel piling at the bridge ends by the grading contractor and plus the fact that Mr. Ladd, Superintendent for Gibbons and Reed, expected to have fills for this structure placed within 14 to 21 days from March 5, 1953 on, work on contract 3851 was held in abeyance. In this regard, I am quoting from my letter to yourself under date of March 10, 1953. A copy of this letter is attached.

On June 16, 1953, "United" moved onto the bridge site, set up a construction shack, beveled pile heads, etc. At this time, however, fills had not been made, and it was necessary for them to discontinue further operations.

On July 29, 1953, United Builders were notified by a letter from myself that construction could be resumed on August 4, 1953. Bridge construction was resumed August 4, 1953.

Mr. A. V. Toolson in his letter to Mr. A. G. Skelton of July 12, 1955, states: " . . . you certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary. And your department alone has the power to schedule the various contracts from the invitation for bids to the completion date. . . ". United Builders were able to resume construction on August 4, 1953. Their contract called for all work to be completed by August 31, 1953. How does Mr. Toolson reconcile their delay on the above project? I will admit that with more favorable weather the work could have been made available for United Builders, Inc., in March 1953.

Very truly yours,

J. T. Skelton

J. T. Skelton
Bridge Construction Engineer

JTS/dp
Attached

FORM [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
July 25, 1955

**SUBJECT:** Gibbons & Reed Company Claim
Data pertaining to Halsey Street
Undercrossing Reconstruction,
Contract No. 4066, Young & Smith,
Contractors

**To:**

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Contract No. 4066 was awarded December 14, 1953. Delay in placing this job under contract was to permit completion of 102nd Avenue Overcrossing reconstruction to the point that closure of Halsey Street would not impose too heavy a burden on traffic flow.

Young & Smith started moving equipment to job site and building field office on January 4, 1954. Actual contract work was started January 26, 1954. On March 8, 1954, the east end of the old Halsey Street Bridge had been completely removed. From this date on, Gibbons and Reed Company could have been excavating for the roadbed section at its Halsey Street intersection. Young & Smith were held back on progressing their work on Unit 2 which related to this area.

Field diaries are not at hand. As a result I called L. R. Allen's office. Don Gallaher reports that the diary reports on Tuesday, May 18, Gibbons & Reed started with a double shift to remove the cut roadbed section through Halsey Street, i.e., two months and ten days after this section was made fully available to them by Young & Smith. Excavation was started by Young & Smith on Pier 4 on June 8, 1954. Footings were poured on Bents 24, 25 and Pier 4 on June 11, 1954. Undoubtedly this delay by Gibbons & Reed caused hardship and financial loss to Young & Smith.

While Gibbons & Reed may not have had access to use of structures at the dates shown on Page 27 of their special provisions, bridge construction did not deny them access through on the highway right of way if not over the structures. Fills could not be completed as soon as they may have expected at Cereghino. They were not a party to the backfilling of the eleven structures built by Parker-Johnson. Delay on 92nd Avenue could only be charged to themselves.

Very truly yours,

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM B-30 30M 9-51 53010

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1955

SUBJECT: Claim of Gibbons & Reed
Parker & Johnson Contract 3879

To:
Mr. G. S. Paxson
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to your request for dates on 122nd-Arata Road Structures, Contract No. 3879, Parker-Johnson, contractor, I have the following to report:

Contract No. 3879 was awarded February 26, 1953. The contract had a stipulated date of completion of July 31, 1954.

162nd Avenue

Highway crossing over 162nd Avenue. Work on Contract 3879 was started on this site on March 2, 1953.

The deck pour of the north highway structure was on April 15, 1953. The deck pour on the south structure was on May 6, 1953. The last concrete pour on either of the two structures was June 11, 1953. Backfilling by the bridge contractor at the bridge ends was completed on July 24, 1953, with full access to use of the structures.

Access was available around these structures at all times by roadways on top of the old cut slopes to the Wilkes Road Connection on 162nd then via Wilkes Road on the new grade.

Birdsdale or 201st Avenue

General roadbed excavation was started on April 2, 1953. The north highway structure deck was poured on July 23, 1953. The north highway structure pours were completed on August 20, 1953. The structure weekly report record does not indicate the date the roadbed embankment backfilling was completed. This information would probably be in the weekly reports rendered by the grading resident engineer, but in all probability the structure was available for use by mid September with a partial fill. The last of the concrete was poured in the handrails of the south structure on January 5, 1954. A road paralleling the shoofly track was used by the grading contractor until sufficient roadbed was in place on the north highway structure to permit the use of that structure.

Rockwood Road - 181st Avenue

The grading contractor detoured to the south around these structures at the prevailing grade of the new highway during their period of construction. The added length of haul probably did not exceed 200 feet and this added length of haul would constitute his only lost time.

During July 1953 the grading installation of the shoofly track was made. The completion of this work was on August 4, 1953. On August 11, 1953, the pours were made for the highway structure footings. On this one crossing, enough width was available to permit construction of both the railroad and highway structure without the lost time occasioned for construction of the second highway structure by waiting for reinstallation of railroad traffic over the railroad structures as was necessary at 148th Avenue and 201st Avenue.

The last pour on the decks of both the south and north highway decks were made on September 29, 1953. The deck for the railroad structure was poured on October 1, 1953. The final concrete pour was made for the structures on Rockwood Road (181st Avenue) on November 30, 1953. Train traffic was routed over Rockwood Road railroad structure on December 28, 1953. The weekly reports indicate backfilling of highway structures on February 9th. Examination of the grading department weekly reports would have to be made to determine if any backfilling occurred following this date.

148th Avenue

Structural weekly reports do not give a resume' of the grading work on general excavation. These will have to be obtained from the grading records.

Following construction of the railroad shoofly, the width of roadway on the highway section was somewhat limited in width to the grading contractor. It is not in my recollection that he was ever unable to go through or around the structural work.

On August 31, 1953, it was indicated that the rough excavation was completed for the south highway structure wing walls.

On October 16, 1953, the concrete footings for the 21'6" wing wall footings and the abutment footings for the south highway structure were poured.

From the weekly report record, 148th Avenue, the shoofly was placed in use about January 1st. First evidence of excavation for railroad structure, however, was on February 4, 1954.

On November 12, 1953, the deck was poured in the south highway structure.

The last of the concrete was poured on the south highway structure on February 9, 1954. The first concrete for the railroad structure was poured for the abutment footings on February 15, 1954. The deck of the railroad structure was poured on March 3, 1954. The last of the concrete was poured on the railroad underpass on March 25, 1954.

On April 23, 1954, the Union Pacific was replacing track over the railroad structure. On April 28, 1954, the contractor was excavating for the north highway structure with the south highway structure and the railroad structure apparently in use. On May 20, 1954, the deck was poured on the north highway structure. On June 4, 1954, the last of the concrete was poured at 148th Avenue. The placing of membrane waterproofing to receive backfill was completed on the north highway structure on June 11, 1954. On June 24th and 25th, 1954, the north highway structure was backfilled.

The work under Contract 3379 was reported completed on October 19, 1954.

Very truly yours,

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM 230—50M—10-54—[illegible]

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Gibbons and Reed have made a claim against the Highway Commission on Contract #3807, 92nd Avenue-Fairview, Banfield Expressway, in an amount of $65,235.23 based on alleged delays by other contractors who are constructing structures on the same section. I am attaching copies of correspondence from A. V. Toolson, District Manager, Gibbons and Reed, which delineates the claim, and letters of James Don, Resident Engineer, and A. G. Skelton, Division Engineer, which I believe pretty well cover the situation.

The claim finally boils down to a charge for equipment rentals during their shutdown period, most of which was caused by weather conditions and part of which might be attributed to the delays by other contractors working on the job. They also have some more or less unexplained labor charges listed on the last page of Mr. Toolson's letter.

It is my recommendation that we deny the claim entirely and make no effort to negotiate a settlement on a partial or any other basis as the complications of such a maneuver would open the door for countless claims of a like nature from other contractors. It is my belief that the contract adequately covers the situation even though the delays were somewhat extended. I would like to discuss this matter with you after you have familiarized yourself with it.

I might add in passing that Mr. Toolson's letter again brings up a matter which has consistently plagued us and, I believe, should receive further study. I quote from Toolson's letter: "You certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary."

Unfortunately Mr. Toolson is in error. I know of no way that the Department can speed up contractors' operations other than request them to do certain things or follow certain time schedules. Certain contractors are cooperative and cause little trouble. Others drag their feet beyond all reason and often get us into embarrassing situations such as the one discussed in this letter.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc. 3

RECEIVED
JUL [illegible] 1955
OFFICE OF
STATE [illegible] ENGINEER

FORM [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 11th, 1955

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

I am forwarding herewith letter dated June 15, 1955 from A. V. Toolsen, District Manager for Gibbons and Reed. This letter sets up a claim in the amount of $65,235.23 for additional expense due to delay of the completion of their contract No. 3307 for grading the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, caused by the failure of other contractors on this section to prosecute and complete their work in a reasonable manner. I am also enclosing a report dated June 28, 1955 from James Don, resident engineer on this project. Don's report covers the general factors affecting this project, such as weather conditions, the progress of work on other contracts in the section, and a record of actual work under way by Gibbons and Reed during the period from November 1, 1953 to the end of February in 1954.

You will note from Don's report that work on the Cereghino Overcrossing was completely shut down on December 11, 1953, and that work was not resumed on this structure until February 15, 1954. The structure was completed and ready for backfilling on April 30, 1954. On the 148th Avenue structures, the grading contractor had access across 148th throughout the time these structures were under construction, and it is not believed that he suffered any material inconvenience from delay in the completion of the structure. The Halsey Street Undercrossing reconstruction was not completed until late in October 1954, however the grading contractor had access through this section several months before the final completion. He was inconvenienced by not having access to this project until late in 1954. Page 27 of the special provisions for this project gives the following expected dates by which bridges will be usable: Halsey Street Overcorssing Revision, November 30, 1953; Cereghino Overcrossing, November 30, 1953; 148th Avenue and Rockwood Road grade separations, November 30, 1953. The special provisions on page 27 also state "non-completion of the other work within the expected time will not, however, relieve the contractor of his obligations to entirely complete all work specified to be done under the contract. Neither will such noncompletion entitle him to extra compensation of any kind."

Gibbons and Reed were awarded contract No. 4053 for grading and other work on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway on December 11, 1953. However, clearing work on this project was started on November 12, 1953, and two dozers were in use on that date. Grading on this project actually started February 4, 1954, and the remainder of Gibbons and Reed's equipment was moved to this job on February 8th. You will note from Don's report that weather conditions from November to February were not favorable for work on the 92nd Avenue-Fairview Section, and it is very doubtful that any material amount of work could have been done if the entire highway had been open to their use. You will note also that in 1952-53 no grading was done from the 23rd day of December 1952 until the first week in April 1953. The winter before that Gibbons and Reed did work throughout the winter on the Shell Rock cut and fill on the Gorton Creek-Warren Section of the Columbia River Highway. Our experience on the section even after work was resumed in March was not too satisfactory, as it was necessary to waste material because it was too wet. We also had difficulty with construction equipment pumping wet subgrade, making it necessary to remove this wet material and replace it with selected dryer material.

Gibbons and Reed were delayed somewhat by the structural contractors in the same section. This should have been anticipated, and was covered in our special provisions for this project. The Cereghino Overcrossing was unduly delayed, the contractor moving his entire crew off the job for some two months during January and February, and also running over his completion date on this project. The Halsey Street structure also delayed the contractor's operations in the vicinity of Halsey Street. The fact that the contractor was the successful bidder on the 42nd Avenue-92nd Avenue project did help materially in keeping his equipment busy, particularly after February 1954. It would be difficult to arrive as to just what loss was suffered by not having complete access to the job, but normally the period from late November to about the first of March is so wet that grading operations are suspended by all contractors in this general area, unless the work is almost entirely in rock. In view of our special provisions on this job, and of the weather during the period of the claim, I would recommend disapproval.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl James Don
cc:

FORM E-30 [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 28, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

The following is a report of claim placed by Gibbons & Reed Construction Company against Contract 3807 for the 92nd to Fairview Section, prefix 26-1015.

This claim is based on dead rental of equipment caused by alleged delays from other contractors, which include the Ceregkino Overcrossing under contract to Carl F. Halverson, the 148th Avenue Structures under contract to Parker-Johnson Company and the Halsey Street Undercrossing Reconstruction under contract to Young and Smith Construction Company. This claim also includes the 42nd to 92nd Street project during this period because some of the equipment that is claimed as idle, was working on this project.

A report on the structures mentioned in Gibbons & Reed's claim are as follows:

The Ceregkino Overcrossing was shut down December 11, 1953 and work again resumed February 15, 1954, with completion of structure ready for backfilling April 30, 1954 and with the completion of the haul bridge removal on August 6, 1954.

The RR Structure at 148th Street was started February 3, 1954 and backfilling of this bridge was completed April 6, 1954, with trains again going over this main line April 27, 1954. Excavation for the south highway structure at 148th Street was started September 9, 1953 and bridge was completed February 9, 1954. Work on the north highway structure at 148th Street was started April 1, 1954 and completed June 28, 1954.

The Halsey Street Undercrossing Reconstruction was awarded to Young & Smith Construction Company, December 14, 1953 with work starting by removal of handrail on old structure, January 26, 1954 and contractor placing final paint on steel section, October 28, 1954.

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1955
OFFICE OF
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Mr. A. G. Skelton
Division Engineer

Claim against Contract 3807
Page two -

On October 1, 1953, the contractor broke from a double shift to a single shift, as is stated in the claim, but did not shut down on this section with his grading equipment until November 5, 1953, then retained one blade on this section, preparing the select topping to and including November 13, 1953, at which time, they were completely off this project until March 3, 1954 and in April 1954, the materials from T. Line was wasted becuase of being too wet. During the period from November 12, 1953 to March 1, 1954, there was work being done on the 42nd Avenue to 92nd Avenue, Contract No. 4053, under contract with Gibbons & Reed, by some of all types of equipment mentioned in the claim.

November 12, 1953 records show that two dozers were working on the 42nd Avenue to 92nd Avenue section, on February 4, 1954, three D8 20s were moved to the above mentioned section and on February 8, 1954, the remainder of the equipment was moved to the other project.

A monthly comparison of the precipitation as measured at Portland International Airport is as follows:

| November | | December | | January | | February | |
|---|---|---|---|---|---|---|---|
| 1952 | 1953 | 1952 | 1953 | 1953 | 1954 | 1953 | 1954 |
| 1.44 in. | 6.46 in. | 6.76 in. | 7.85 in. | 12.83 in. | 8.95 in. | 3.71 in. | 4.57 in. |

The only one of the months in question in which the rainfall was exceeded by the rainfall of the same month of the previous year was January 1954, which had 8.95 inches and the previous January had a rainfall of 12.83 inches. A difference of 3.88 inches. According to our records, there was no grading done in January of 1953 on the 92nd Avenue-Fairview Project. No grading was done from the 23rd day of December 1952 until the first week of April 1953. This would seem to refute Gibbons & Reed Company claim of having worked all through the winter of 1952-53.

Due to the fact there was so much rain during these months, with no drying periods in between, it would be impossible to work this equipment on the job.

Very truly yours,

James Don

James Don
Resident Engineer

JD:bb

NEW ADDRESS
825 West 9th North
P. O. BOX 1113
Salt Lake City [illegible]

GIBBONS & REED CO.
CONTRACTORS
[redacted]

ADDRESS REPLY TO
P. O. Box 4989
Portland 13, Oregon

June 15, 1955

RECEIVED
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Reference:
Contract No. 3807
T. H. Banfield Expressway
Fairview-92nd Ave. Section

Dear Sir;

In our letter dated to you on January 9, 1954, we advised you that the delay in the completion of the Ceregh ino Overcrossing structures would cause us added expense over and above anything we were led to anticipate when we bid the job and entered into the contract. That letter further advised you that we were going to expect the Oregon State Highway Department to participate in this added cost.

On april 29, 1954, we requested an extension of time for the completion of work under the contract. Our reasons for the need for additional time, given in the request, included the delay in in completion of the Ceregh ino Overcrossing structures, the fact that work on the Halsey Street Overcrossing Revision had not been started by the date we were led to believe it would be complete, and the further fact that work on one of the Grade Seperation structures at 148th. Avenue was ever then not started, five months after we were told to expect that all structures would be usable.

On June 25, 1954, we wrote to your Resident Engineer for the job, repeating parts of the above mentioned letters, and reaffirming our position that had the structures on the project been completed as scheduled we would have completed our contract on schedule.

To date we have received no reply nor recognition of any one of these three communications. We assume that you would have let us know had you disagreed with our reasoning or our conclusions expressed in the communications.

The Special Provisions for our contract listed the dates on which we could expect the various structures to be usable. In August, 1952, we prepared our bid for the grading on the project. At that time the completion date for all of the permanent structures was well over a year in the future. We could only assume, and we did assume as a basis on which to prepare our bid for the grading, that the structures would be put under contract early enough to permit them to be built by the date listed in our Special Provisions. The Standard Specifications for Highway Bridge Construction substantiates another assuption we made in arriving at a basis for bidding purposes. We assumed that, once you had let the contracts for the various structures, you would require that the contractors presecute the work continuously, at a rate sufficient to complete the werkby the date given in our Special Provisions.

The Special Provisions covering our work state that non-completion of the other work will not intitle us to extra compensation of any kind. We believe that this statement can be invoked to cover the delays encountered by the structure contractors due to unsuitable weather or such other conditions as are unfavorable for the prosecution of the work. We cannot believe that the statement can be made to cover a years delay in the placing of one structure under contract. Nor can it be made to cover a total cessation of work for a period of several months of good construction weather on the largest structures involved. Nor can it be made to cover such a delay as a bridge not being started until more than five months after we were led to believe it would be usable. These delays, by their very nature, were beyond our forseeing in August of 1952 and were beyond our control at all times.

At the same time we believe that these delays were forseeable by your department and were your responsibility to alleviate . You certainly retain for each of your engineers the power to cause a contractor'prosecute the work as he considers necessary. And your department alone has the power to schedule the various contracts from the invitation for bids to the completion date.

All work under our contract was complete last fall. We have put off writing this letter until we knew our final pay quantities. With these quantities now being furnished us we are in position to assess the added costs incurred by us due to delays in the completion of the work under the contract. As stated in our letter of January 9, 1954, these are the costs which we expect you to assume.

The first of October 1953, we were running out of place to work and cut our equipment back to one shift. The first of November of that year we were out of a place to work and of necessity shut down,. The previous winter we worked this same grading equipment all winter, through weather that produced thirty seven inches of rain in thirty seven days, and had no lost time.The winter of 1953-1954 should have seen the job so developed that the gravel and commom materials could have been worked all winter. We sat out some beautiful construction weather that winter.

We were down November and December of 1953, and January and February of 1954. The first of March of 1954 we started work again on a single shift. Not until May were enough structures out of our way to justify a double shift operation.

The first of these added costs is the Depreciation; interest on Investment; Storage, Incidentals and Equipment Overhead, Insurance; and Taxes on our capital investment in the equipment parked during these four months.

For the three D-8 tractors, new in 1947, these costs are $210.54 per month each.

For the two TD 24 tractors and the two HD 19 tractors, new in 1950, these costs are $768.97 per month each.

For the two D-8 tractors, new in 1952 and 1953, these costs are $594.48 per month each.

For the five DW 20's, new in 1952, these costs are $1,653.19 each.

For the three 80 scrapers, new in 1947, these costs are $206.04 per month each.

For the two No. 12 patrols, new in 1949 and 1951, these costs are $407.07 per month each.

The monthly cost to us of this equipment while idle is, therefore $14,594.67. For the four months period the total is $58,378.68.

This shutdown cost us our fixed overhead for the four month period. The equipment overhead is included in the figure given above. However, our job overhead continued while we stood by waiting for a chance to resume work. The part of this overhead which can only be charged here is this:

| | Payroll | Invoices | |
|---|---|---|---|
| Superintendent | $ 2,160.00 | $ 497.12 | |
| Engineering | 1,406.70 | 156.59 | |
| Office | 1,804.00 | 488.42 | |
| | $ 5,370.70 | $ 1,142.13 | $ 6,512.83 |
| 6.4% Payroll taxes and insurance | | | 343.72 |
| | | | $ 6,856.55 |

The sum of the items involved, the equipment costs of $58,378.68, and the overhead costs of $6,856.55, total $65,235.23. We believe this sum to be a just and equitable adjustment, entirely in line with the extent of the delays encountered by us on this job.

Very trly yours,

GIBBONS & REED CO.

A. V. Toolson
District Manager

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

6855 N.E. Halsey St., Portland 13, Ore.
March 10, 1953

26-1024
SUBJECT: 92nd Ave. O'xing
Construction delay

To:

Mr. G. S. Paxson
Bridge Engineer, O.S.H.C.,
Salem, Oregon.

Attention: Mr. P.M. Stepherson

Dear Sir:

Mr. P. M. Stephenson called to-day, stating that conversations with Mr. F. T. Young yesterday indicated that the site of the 92nd Ave. O'pass should not be available to United Builders, Inc. for a period of a week or ten days. During this intervening period Gibbons & Reed, grading contractors, will bring up the highway grade at the bridge ends excepting the corner fills that would interfere with the construction of wing walls #1 and #2. During this period they will also bring the lower roadway to grade. This proceadure should permit United Builders at that time to carry on an uninterupted construction schedule.

Mr. Taggert of United Builders was then called to relay this information. Mr. Taggert, however, stated that he had conferred with Gibbons & Reed this past week. He had been assured by them, Friday March 6th, that they, United Builders, could carry on their pile driver work due to Gibbons & Reed's expected inability to get on the site in the near future. Mr. Taggert further informed me that arrangements had been made with their material supplier to deliver the creosoted piling to the bridge site at 9:30 A.M., to-day, March 10th. He also had arrangements under way for a crane to arrive at the bridge site to drive piling tomorrow, March 11th.

Upon further discussion of these facts with Mr. Barbee and Mr. Young, Mr. Taggert was called and requested to hold his operations until further notice. This notice to be given as soon as the site is available for his construction purposes.

Yours very truly,

NOTED
STEPHENSON

J. T. Skelton

J.T. Skelton, Res. Br. Engr.

RECEIVED
MAR 11 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

c.c. Mr. A. G. Skelton
United Builders, Inc.
Mr. F. T. Young
Mr. D. J. Barbee

RECEIVED
FEB 24 1955
FOR FILING

UI-323 (3)
4/[illegible]

ORREGON STATE HIGHWAY DEPARTMENT
(date)
February 18, 1955

|  |  |  |  |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |  |
| 4066 | 11-Final | Young & Smith Construction Co. |  |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 3040 | R-116079 | $ 12,965.45 | 2/18/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Dec. 1, 1954 without penalty

Completion Date: Oct. 29, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 2-18-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

UI-222(2)
4066

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 27, 1955

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4066 | 11-Final | Young & Smith Construction Co. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 1267 | R-114130 | $ 13,420.99 | 1/27/55 |

Mr. H. B. Glaisyer:

CANCELLED

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: **Sept. 30, 1954**

Time Extensions: **to Dec. 1, 1954 without penalty**

Completion Date: **Oct. 29, 1954**

Date Accepted: **Dec. 7, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Wt & Vo
CANCELLED
2-14-55
Per C. A. Gardner's letter
new Vo & Wt. to follow
RR

---

Date: 1-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

RECEIVED
JAN 17 1955
FOR FILING

✓ files

January 14, 1955

REGISTERED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 4066 covering Halsey Street Undercrossing Reconstruction on the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Young & Smith Construction Co., on October 29, 1954 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $13,420.99 will be released to the contractor on or after January 24, 1955. The total contract amount is $189,072.62, of which amount $449.26 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Cravens, Dargan & Co.
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

4

RECEIVED
JAN 13 1955
FOR FILING

UI-303 (3)
4066

January 12, 1955

Warren Northwest, Inc.
9860 Northeast Hancock Drive
Portland, Oregon

Gentlemen:

Your inquiry made to Mr. Gardner in the Bridge Department concerning a claim you have against Young and Smith Construction Company has been referred to this office for reply.

It is our understanding that your claim is in connection with State Highway Contract No. 4066 for reconstruction of the Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County, which contract was awarded to Young and Smith Construction Company. The contract was completed October 29 and accepted by the Highway Commission on December 7, 1954.

Central Surety and Insurance Corporation through Robert E. Carroll, Jr., Cravens, Dargan & Co., Equitable Building, Portland, furnished the performance bond for this contract. The bond is given to assure satisfactory completion of the contract and the payment of bills incurred in the contract.

If you feel it necessary to protect your claim for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for this filing.

If you will advise us of the amount of your claim, what it is for and when it was incurred, we will then advise the surety that the claim has been received and will also note it in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

files

R. E. McGINNIS, PRESIDENT H. P. LINN, FIRST VICE PRESIDENT H. J. HUDSON, SECRETARY AND TREASURER

CENTRAL SURETY AND INSURANCE CORPORATION

HOME OFFICE
KANSAS CITY 41, MISSOURI

RECEIVED

FOR FILING

UI-323(3)

4066 L. E. COOLEY
ASSISTANT MANAGER
FIDELITY AND SURETY DEPARTMENT

December 9, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Sir:

As surety on the performance bond of Young & Smith Construction Company, Salt Lake City, Utah, covering Contract No. 4066 F.A.P. UI-323(3), in the sum of $189,294.00 for the re-construction on the Halsey Street Undercrossing, Central Surety and Insurance Corporation hereby consents under said contract to the Semi-final payment in the amount of Eight Thousand Seven Hundred Sixty-four Dollars and Fifty-three cents($8,765.53).

The surety further agrees that said payment will in no way affect or invalidate existing liability under our bond.

Central Surety and Insurance Corporation

BY L. E. Cooley
L. E. Cooley, Attorney-in-fact

Witness:

Dorothy Donovan
Dorothy Donovan

RECEIVED
DEC 13 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1954
FOR FILING

45-323(-)
4066

November 17, 1954

Central Surety and Insurance Corp.
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Young & Smith Construction Co. on contract No. 4066, covering Undercrossing Reconstruction on the Halsey Street Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $8,764.53 will be released to contractor on or after November 27, 1954. The retained percentage is $5,432.52.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Central Surety and Insurance Corp.
Robert . Carroll, Jr., Cravens, Dargan & Co.
Equitable Bldg.
Portland, Oregon

NOTED ON CARD
11-17-54

RECEIVED
NOV 15 1954
FOR FILING

UI - 323(1)
4066

November 9, 1954

Young & Smith Construction Co.
987 Grandview Ave.
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from September 30, 1954 to December 1, 1954, within which to complete your contract No. 4066, for reconstruction of the Halsey Street Undercrossing on the T.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

L. R. Allen.
Resident Engineer

G. S. Paxson,
Ass't. State Highway Engineer

RECEIVED
OCT 21 1954
FOR FILING

[illegible]
40[illegible]

October 20, 1954

Request for extension of time
No. 24
October 28 and 29 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Halsey Street Undercrossing
Reconstruction
Contract No. 4066

Young & Smith Construction Co., contractor on the Halsey Street Undercrossing Reconstruction on the T. H. Banfield Expressway, has requested an extension of time from September 30, 1954, to December 1, 1954, in which to complete the contract.

All work on this contract has been completed with the exception of finishing the structural steel painting. The delay was caused by the failure of the grading contractor to make the site available to the bridge contractor until late in the working season of 1954. Also, a steel strike at the steel fabricating plant delayed the arrival of the structural steel. Traffic can now be routed over the structure as soon as Multnomah County completes the grading at the bridge ends.

As the delay was not the responsibility of the contractor and as the State will not incur any additional engineering expense, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

FMB/ds

Attached

RECEIVED
FOR FILING

UJ-323(3)

4066

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1954

RAILROAD COMPANIES
FILE No. 400

SUBJECT: Pux 65, RW 14646
N. E. Halsey Street Overcrossing Revision
Multnomah County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of supplemental agreement by and between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee; State of Oregon, by and through its State Highway Commission, and County of Multnomah covering the reconstruction and widening of the N. E. Nalsey Street overcrossing in Multnomah County.

The original agreement covering this overcrossing is dated April 24, 1936.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

1954

RECEIVED
JAN 5 - 1954
FOR FILING

[illegible]

4066

January 5, 1954

Young & Smith Construction Co.
306 Beason Bldg.
Salt Lake City, Utah

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4066 awarded to you by the State Highway Commission, covering the Halsey Street Undercrossing Reconstruction on the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
[illegible] 1954
FOR FILING

[illegible]

4066

AGENDA
JAN 21 1954

3a 5

December 14, 1953

Young & Smith Construction Co.
P. O. Box 5[illegible]
Nampa, Idaho

Gentlemen:

The State Highway Commission on October 30, 1953 accepted your proposal for the Halsey Street Undercrossing Reconstruction over the T. H. Banfield Expressway in Multnomah County for the sum of $189,[illegible]94.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and necessary right of way is acquired. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4066.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

chr

cc W. M. Franswa, SIAC
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

**DOMESTIC SERVICE**
Check the class of service desired; otherwise this message will be sent as a full rate telegram

| | | | |
|---|---|---|---|
| FULL RATE TELEGRAM | ☐ | SERIAL | ☐ |
| DAY LETTER | ☐ | NIGHT LETTER | ☐ |

# WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

**INTERNATIONAL SERVICE**
Check the class of service desired; otherwise this message will be sent at the full rate

| | | | |
|---|---|---|---|
| FULL RATE | ☐ | LETTER TELEGRAM | ☐ |
| VICTORY LETTER | ☐ | SHIP RADIOGRAM | ☐ |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

December 14, 1953

Young & Smith Construction Co.
P. O. Box 52
Nampa, Idaho

The State Highway Commission today received satisfaction of condition governing award to you of contract for the Halsey Street Undercrossing Reconstruction over the T. H. Banfield Expressway, Multnomah County, for which you submitted low bid on October 30, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc Files ✓

---

C G Polk
C. G. POLK
District Engineer

s-
o
ies

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File ✓

UI-323(3)

December 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of December 11, 1953 advising that all rights of way have been acquired for Oregon Project UI-323(3), Halsey Street Undercrossing on the T.H. Banfield Expressway, we hereby concur as of this date in award of contract No. 4066 to Young and Smith Construction Company of Grants Pass, Oregon, low bidder in the amount of $189,294.00 at the October 30, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

COMMISSIONERS
F. L. SHULL
M. JAMES GLEASON
AL L. BROWN

41 323(3)

4066

December 14, 1953

Oregon State Highway Department ✓
Salem, Oregon

Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

NOTED
W. C. WILLIAMS

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held December 10, 1953, the following action was taken:

Form of supplemental Agreement bet )
OWR&N - Union Pacific Railroad Co, State of
Oregon, by and through its State Highway Com- )
mission, covering the widening & lengthening
of the Halsey St overcrossing of the Union )
Pacific Railroad Company just west of 102nd
Ave )

ORDERED that said form of supplemental Agreement be and the same is hereby executed in triplicate by the Board of County Commissioners of Multnomah County, Oregon, and the three copies thereof handed to Geo. W. Buck, Roadmaster, for transmittal to the State and Railroad Companies for execution on their part and return of one fully executed copy for the files of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By [illegible] R. Gloss
Clerk of Board

DD
agrmt in triplicate
handed to Mr. Buck 12-11-53

RECEIVED
FOR FILING

UI

4-[illegible]

December 10, 1953

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Gentlemen:

Herewith three copies of the agreement between the Union Pacific Railroad Company, Multnomah County, and the Oregon State Highway Commission covering the widening and lengthening of the Halsey Street overcrossing of the Union Pacific Railroad Company just west of 102nd Avenue. I am also attaching one photostat of this agreement which you can retain in your files.

This agreement has been examined and approved by the State Highway Commission, and, if the Board of County Commissioners will approve and return all three copies to our Salem office, we will send it to the Railroad Company for final execution. Upon execution by the Railroad Company, one copy of the agreement will be sent you for your files.

The award of this contract has been delayed awaiting receipt of this agreement, and it would be appreciated if early action could be taken on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encls.
GSP:gm
cc G. S. Paxson

CEIVED

A1-333 (3)

40[illegible]

1564

NOTED
W. C. WILLIAM

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1953

SUBJECT: Pux 65 - N.E. Halsey Overcrossing widening
OWR&N and UP Railroads
Banfield Expressway, Multnomah County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (2)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. A. G. Skelton (2)

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32631, issued November 4, 1953, covering widening of existing overcrossing structure on N. E. Halsey Street in Multnomah County.

Very truly yours,

J. W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

Order #32631

## BEFORE THE PUBLIC UTILITIES COMMISSIONER
## OF OREGON

F-2414

RECEIVED
NOV 5 1953
LEGAL DEP'T.

In the Matter of the Application of MULTNOMAH COUNTY, for authority to widen the existing overcrossing over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on N. E. HALSEY STREET on the line between Sections 28 and 33, Township 1 North, Range 2 East, W.M., in Multnomah County, Oregon.

ORDER

The above entitled matter was duly heard on Wednesday, October 28, 1953, at 1:30 P.M., in the Oregon State Office Building, 1400 S. W. 5th Street, Portland, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Dan M. Dibble, Deputy District Attorney, Portland, Oregon
Representing Multnomah County

F. J. Betz, Attorney, Portland, Oregon
Representing Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company

J. W. DeSouza, Attorney, Salem, Oregon
Thomas J. Reeder, Attorney, Salem, Oregon
Representing Oregon State Highway Commission

The construction of the 92nd Avenue-Fairview section of the Banfield Expressway in the City of Portland makes necessary the crossing of Halsey Street, a heavily travelled highway under joint jurisdiction of the City of Portland and Multnomah County. The crossing will be effected at a location adjacent to an overhead crossing of Union Pacific Railroad Company at the east end of a concrete and timber trestle approximately 907 feet in length which carries the highway over the railroad track.

That section of the trestle which comprises the highway overcrossing of Union Pacific Railroad Company's tracks and right of way was authorized by P.U.C. Oregon Order No. 3232, dated February 28, 1936, which order in effect provided for the construction of the overcrossing structure and the allocation of costs therein under terms and conditions of Works Program General Memorandum No. 6 of the Bureau of Public Roads and subject to such other agreements as were entered into by Oregon State Highway Commission, the Bureau of Public Roads, and the Union Pacific Railroad Company.

By lengthening the present structure approximately 143 feet and by changing its design, it will be possible to construct the Banfield Expressway beneath the structure.

Because of increased traffic on Halsey Street and the necessity for widening to provide an additional traffic lane, it is deemed expedient at this time to widen the structure throughout its entire length at the same time the reconstruction necessary for the accommodation of the Banfield Expressway is being done. This necessitates an alteration of the crossing structure which is carried over the tracks and right of way of Union Pacific Railroad Company, which is a part of the entire reconstruction project. Application of Multnomah County for authority to widen the overcrossing structure was filed on September 24, 1953.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The estimated average daily volume of traffic on the proposed structure will be 6,000 vehicles per day based on 1952 tabulations, which traffic will be subject to normal annual increases and will be further materially increased upon the opening of the T. H. Banfield Expressway to public travel. The average daily volume of train movements under the structure will be 11 per day.

The approach to the crossing from the west is on an ascending grade of 3.54%, and from the east on a descending grade of 3.54%.

The applicant proposes that the financing of the construction of the entire project shall be in accordance with agreements between Multnomah County and the State of Oregon, by and through its State Highway Commission, and between the

State of Oregon, by and through its State Highway Commission and the Bureau of Public Roads; and that railroad company be reimbursed for all expenditures made necessary by the construction and the reconstruction which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

The applicant also agrees to maintain the overcrossing structure, including the approaches, together with its appurtenances and its facilities, and proposes that railroad company maintain its tracks and its appurtenances and facilities beneath the structure.

From the foregoing it is concluded that the application of Multnomah County for authority to alter and widen the Halsey Street overcrossing is necessary to the separation of grades of the T. H. Banfield Expressway, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of Multnomah County for authority to widen the overcrossing over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on N. E. Halsey Street, lying between Sections 28 and 33, Township 1 North, Range 2 East, Willamette Meridian, Multnomah County, Oregon, is granted; and it is further

ORDERED that the reconstruction be done in a good and workmanlike manner, in accordance with current engineering practices, and in conformity with plan and profile submitted with the application and by this reference made a part hereof, subject to agreements which are now existing or may be entered into between the parties in interest; and it is further

ORDERED that all costs incidental to the alteration or reconstruction of that part of the structure over the tracks and right of way of Union Pacific Railroad Company shall be borne by Multnomah County and Oregon State Highway Commission in such amounts and in such manner as may be agreed upon between Multnomah County and Oregon State Highway Commission; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall be reimbursed for all expenses made necessary by the alteration and reconstruction of signal and communication lines and right of way fences, and the furnishing of such watchman and flagman services as may be made necessary to safeguard railroad operations during the construction period, which are reimbursable and not prohibited by ther terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that, upon completion, the costs of maintenance of that part of the overcrossing structure which lies above the tracks and right of way of railroad companies, together with the facilities and appurtenances thereof, be borne by Multnomah County; and it is further

ORDERED that the costs of maintenance of the railroad tracks and their appurtenances and facilities which lie beneath the structure be borne by Union Pacific Railroad Company; and it is further

ORDERED that the designation 2A-4.6-A previously assigned be continued as a means of identification of the overcrossing in the Commissioner's Catalog of the Railroad Crossings in the State of Oregon.

Made and entered this 4th day of November, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
NOV 10 1953
FOR FILING

4564
4580

Salem, Oregon
November 9, 1953

MISC. CONTRACTS and
AGREEMENTS No. 1476

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with Multnomah County with respect to the widening and reconstruction of the Halsey Street Overcrossing in Multnomah County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Chairman, Board of County Commissioners, Multnomah County, Portland, Oregon

Yours very truly,

Secretary

FH
Attach: 1

query file

AGENDA
OCT 29 1953

A

FORM E-90 25M 9-51 83315

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 23, 1953

**SUBJECT:** Assignment #4580

**To:** W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Attached are three copies of an agreement covering the Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County.

Two copies of the agreement have been executed by the County Court and are now ready for presentation to the Highway Commission.

This completes Assignment #4580.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-24-52 Minute page 24 (advance copy)
Secretary

A

A.

**COUNTY OF MULTNOMAH**
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

COMMISSIONERS
F. L. SHULL
M. JAMES GLEASON
AL L. BROWN

October 21, 1953

Oregon State Highway Department
Salem, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held October 20, 1953, the following action was taken:

Rec Roadmaster that form of Agreement bet the Oregon State Highway Commission & Mult Co for the widening of NE Halsey Street be executed by the Board )

ORDERED that said recommendation be adopted as the order of the Board and both copies of said Agreement returned to the Oregon State Highway Commission for execution on its part and return of one fully executed copy for the files of the Board.

Yours very truly,
BOARD OF COUNTY COMMISSIONERS
By
Clerk of Board

DD
Enc. Agrmt in duplicate to
Highway Dept

A.

No. 4580
By 2[illegible]

ASSI[illegible]ENT

Date: October 14, 1953

Description: Letter of September 28 by Tom Reeder and letter of October 8 by P. M. Stephenson regarding Halsey Street Overcrossing agreements (7 copies) attached

Acknowledged by _ _ _ _ _ Referred to _ _ _ Cattrall _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply _ _ _ _ _ _ _ signature
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received _ _ _ _ _ _ _

Remarks: For County execution.
WCW

NT

Overcrossing

Dear Sir:

I have reviewed the attached agreement and it appears to be in line with previous correspondence with Multnomah County.

Very truly yours,

P. M. Stephenson
P. M. Stephenson
Assistant Bridge Engineer

CAG/gm
Encls.

NOTED
W. C. WILLIAMS

RECEIVED
OCT 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

2 sets of
plans and
specs. - not
yet ready

ON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1953

SUBJECT: Halsey Street Overcrossing

To:

Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

I have reviewed the attached agreement and it appears to be in line with previous correspondence with Multnomah County.

Very truly yours,

P. M. Stephenson

P. M. Stephenson
Assistant Bridge Engineer

CAG/gm
Encls.

NOTED
W. C. WILLIAMS

RECEIVED
OCT 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

No. 4564
By W

ASSIGNMENT

Date: October 6, 1953

Description: **Letter of September 28 by Thomas J. Reeder enclosing seven copies of agreement to be entered into by State and Multnomah County re widening and reconstruction of the Halsey Street Overcrossing**

Acknowledged by _____ Referred to ___**Paxson** ✓ ________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received ________

Remarks: **Please check.**

---

NT

vercrossing

W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Multnomah County with respect to the widening and reconstruction of the Halsey Street Overcrossing located in Multnomah County. This agreement is drawn pursuant to your letter of August 18, 1953, to Mr. George W. Beck, Roadmaster of Multnomah County.

I would suggest that either your office of Mr. Paxson's office carefully read over the agreement paying particular attention to the various figures contained herein in order to insure the accuracy thereof.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7

RECEIVED
5 1953

No. 4564
By W[illegible]

ASSI[illegible]ENT

Date: **October 6, 1953**

Description: **Letter of September 28 by Thomas J. Reeder enclosing seven copies of agreement to be entered into by State and Multnomah County re widening and reconstrustion of the Halsey Street Overcrossing**

Acknowledged by _____ Referred to ___**Paxson** ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ________ Report received ________

Remarks: **Please check.**

NT

Overcrossing

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Multnomah County with respect to the widening and reconstruction of the Halsey Street Overcrossing located in Multnomah County. This agreement is drawn pursuant to your letter of August 18, 1953, to Mr. George W. Beck, Roadmaster of Multnomah County.

I would suggest that either your office of Mr. Paxson's office carefully read over the agreement paying particular attention to the various figures contained herein in order to insure the accuracy thereof.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7

RECEIVED
OC[illegible] 5 1953

FORM E-30 25M 9-51 52319

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 28, 1953
Salem, Oregon

SUBJECT: Halsey Street Overcrossing

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

[illegible] TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Multnomah County with respect to the widening and reconstruction of the Halsey Street Overcrossing located in Multnomah County. This agreement is drawn pursuant to your letter of August 18, 1953, to Mr. George W. Beck, Roadmaster of Multnomah County.

I would suggest that either your office of Mr. Paxson's office carefully read over the agreement paying particular attention to the various figures contained herein in order to insure the accuracy thereof.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7

RECEIVED
OCT 5 1953

RECEIVED
NOV 1 0 1953
FOR FILING

Contract
[illegible]
Open

November 9, 1953

Mr. Frank L. Shull, Chairman
Board of County Commissioners
Court House
Portland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of Multnomah County a fully executed copy of an agreement between the State Highway Commission and Multnomah County covering the widening and reconstruction of the Halsey Street Overcrossing on the T. H. Banfield Expressway in Multnomah County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-30 25M 9-51 52315

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1953

SUBJECT: **Pux 65 - N. E. Halsey Overcrossing**

To: **MEMORANDUM TO FILE:**

Hearing on the application of Multnomah County for the widening of the existing overcrossing over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on N. E. Halsey Street was held at the State Office Building, 1400 S. W. 5th Street, Portland, Oregon, at 1:30 P.M., Wednesday, October 28th, before C. E. Jaqua sitting as Examiner for the Public Utilities Commissioner.

The petitioner, Multnomah County, was represented by Dan M. Dibble, Chief Deputy of the Civil Department.

Union Pacific Railroad Company was represented by F. J. Bets, General Attorney.

The Highway Commission was represented by Thomas J. Reeder and the writer.

Opening statements were made by Mr. Dibble, Mr. Bets and the writer. Mr. Dibble stated the necessity for the widening of the existing structure by reason of normal increase of traffic and additional traffic which will use the structure by reason of the T. H. Banfield Expressway.

Mr. Bets stated that the Railroad Companies make no objection to the issuance of an order, but that in view of the fact that no benefits will accrue to the Railroad Companies no participation in costs should be assessed against the railroads.

The writer explained that in connection with the construction of the T. H. Banfield Expressway it will be necessary to construct a grade separation structure carrying N. E. Halsey Street over the State highway, and that in connection with such proposed construction Multnomah County had requested that the contract include widening of the existing grade separation structure over the railroad and, also, the construction of an approach extending from the West. It was pointed out that the participation in the cost of the entire project is the subject of a separate agreement between the State and Multnomah County, and that in view of the fact that no benefits will accrue to the Railroad Companies, no participation in the cost of the project is requested. It was also stated that the Railroad Companies will be reimbursed for all necessary expenditures allowed and not prohibited by Works Program General Memorandum No. 299 and amendments thereto.

Mr. Dibble placed Mr. P. C. Northrop, Assistant County Roadmaster, on the stand to testify regarding anticipated traffic increases and the inadequacies of the present structure.

Mr. Paxson was placed on the stand for the Commission and explained the engineering details of the proposed improvement.

Mr. E. F. Kidder, Division Engineer for Union Pacific Railroad Company, was placed on the stand and testified to the effect that the Railroad Companies have no objection to the improvement. He also stated that detailed plans and specifications have been submitted and forwarded to Omaha. He further stated that the plans in general appeared to be satisfactory, and that no objectionable features were found from a railroad standpoint.

After the close of the hearing there was some discussion with Mr. Betz as to the necessity of any formal agreement in view of the fact that the improvement will be within the limits of the existing width of N. E. Halsey Street. He Stated that he would discuss the matter further with the officials of his company and then will advise.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. E. A. Collier
Mr. A. G. Skelton

RECEIVED
FOR FILING

October 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have a cooperative project with Multnomah County wherein the State extends the Halsey Street Overcrossing of the Union Pacific Railroad immediately east of the city limits of Portland to overcross the Banfield Expressway. This project is planned to widen the existing structure, which is owned by Multnomah County, at the same time as the extension over the Banfield Expressway. The extension over the Banfield Expressway needs no approval from the Railroad Company, as we are outside of the Railroad Company's right of way, but permit of entry will be required from the Railroad Company for the widening of the existing structure, which is being done for Multnomah County at its expense.

Multnomah County is acquiring the necessary permit of entry from the Union Pacific Railroad Company, and as the State needs no further permit of entry from the Union Pacific Railroad Company we request your approval for the advertising of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

RECEIVED
FOR FILING

August 18, 1953

Mr. George W. Buck, Roadmaster
Multnomah County
601 Courthouse
Portland, Oregon

Dear Sir:

Re: Halsey Street Overcrossing

Please refer to previous correspondence relative to the widening and reconstruction of the Halsey Street Overcrossing, particularly your letter of March 5, 1953 and our reply of March 24. In accordance with this understanding we have included in the design for this project the widening of the entire structure by 12 feet, so that a roadway width of 38 feet is provided for three lanes of traffic, and a retaining wall to permit the widening of the approach embankment from the west end of the structure to 92nd Avenue. A print from our Drawing No. 11002, which is the plan and elevation of the structure, is attached.

The allocation of cost of the project to Multnomah County and to the State Highway Commission were outlined in our letter of March 24. We are ready to make application to the Public Utilities Commissioner for an order authorizing the revision of the railroad crossing and to place the project under contract.

We are preparing an agreement covering the project which will be substantially as follows: (1) The State will prepare an application, in the name of Multnomah County, to the Public Utilities Commissioner for an authorization to widen the existing overcrossing of the Union Pacific Railroad Company's track by Halsey Street. (2) The State will prepare plans and specifications and, subject to the approval of Multnomah County, will award a contract for the construction of the project. (3) The State will pay all estimates due under the contract and will supervise the construction.

Multnomah County will reimburse the State for all costs incurred in (1) widening the existing structure between the easterly pier at Station 25+41.44, which supports the span over the railroad track, and the west end of the existing structure at Station 18+84.49; (2) for all costs incurred in building the retaining wall and the approach embankment and surfacing between the west end of the existing bridge and 92nd Avenue; (3) for the additional cost incurred in building with a 38-foot-roadway structure in that portion of the structure from the pier at Station 25+41.44 to the easterly end of the structure at Station 27+92.18 over and above the costs that would have been incurred by the State in removing this portion of the existing structure and rebuilding with the same 26-foot-roadway width of the existing structure; (4) for payments to the railroad company covering its cost in safeguarding its facilities and operations during the widening of the span over its tracks; and (5) the portion of the engineering and supervision of construction costs incurred after the award of the contract for the project in the ratio that the cost of the project allocated to Multnomah County bears to the total cost of the project. The State will pay all other costs of the project. After bids are received and before a contract is awarded, Multnomah County shall deposit with the State a sum of money in an amount equal to the estimated allocation of cost to Multnomah County, based on the unit prices bid for the project.

The contract for the project which the State will prepare will be arranged so that the costs to be borne by the County and by the State can be readily determined. The widening of the existing structure from the pier at Station 25+41.44 westerly to the west end of the structure and the retaining wall, embankment and surfacing at the west end of the project will be bid as a separate unit. The portion of the structure east of the pier at Station 25+41.44 will be bid as another unit. The State has prepared plans for the reconstruction of the easterly end of the structure for a 26-foot roadway matching the existing bridge and has determined the quantities of the various items entering into such reconstruction. The State will pay the cost of the quantities that would have been required for the 26-foot roadway at the unit prices bid for the easterly unit, and the County will pay for the additional quantities required for the 38-foot roadway structure. Our estimate of the costs to be borne by each party is as follows:

Unit 1. Widening structure from and including pier at Station 25+41.44 to west end of structure, retaining wall, embankment and surfacing. All costs allocated to Multnomah County.

Structure

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | Structural Excavation | 416 | cu. yd. at | $5.00 | $ | 2,080.00 |
| 2. | Furnish Treated Piles | 4440 | lin.ft. | 1.50 | | 6,660.00 |
| 3. | Drive Piles | 90 | each | 40.00 | | 3,600.00 |
| 4. | Class A. Concrete | 633 | cu. yd. | 70.00 | | 44,310.00 |
| 5. | Metal Reinforcement | 124000 | lbs. | 0.11 | | 13,640.00 |
| 6. | Treated Lumber | 18 | M-FBM | 300.00 | | 5,400.00 |
| 7. | Struc. Carbon Steel | 3000 | lbs. | 0.22 | | 660.00 |
| 8. | Struc. Low Alloy " | 42000 | lbs. | 0.24 | | 10,080.00 |
| 9. | Handrail | 700 | lin.ft. | 12.00 | | 8,400.00 |
| 10. | Remove north rail and sidewalk | Lump | Sum | | | 7,500.00 |
| 11. | Railroad watchmen, etc. | " | " | | | 4,000.00 |

Roadwork

| | | | | |
|---|---|---|---|---|
| 1. | Salvage and reinstall guard rail | 400 lin.ft. | at $2.50 | $ 1,000.00 |
| 2. | Cutting down, shaping and compacting shoulders | All Required | | 2,000.00 |
| 3. | 3"-0" Mat.in Base | 180 cu.yd. | 2.75 | 495.00 |
| 4. | 3/4"-0" Mat. in Base and Shoulders | 90 cu. yd. | 3.00 | 270.00 |
| 5. | Sprinkling | 6 M-gals. | 3.50 | 21.00 |
| 6. | Class "B" Asphaltic Concrete | 110 tons | 8.00 | 880.00 |
| | | | | $110,996.00 |
| | Engineering and Contingencies at 12½% | | | 13,874.50 |
| | | | Total | $124,870.50 |

Unit 2. Removal of existing structure from pier at Station 25+41.44 to east end of structure at Station 27+92.18 and rebuilding with a 38-foot-wide roadway.

| | | | | |
|---|---|---|---|---|
| 1. | Structural Excavation | 744 cu. yd. | at $5.00 | $ 3,720.00 |
| 2. | Treated Piles | 1,600 lin.ft. | 1.50 | 2,400.00 |
| 3. | Drive Piles | 80 each | 40.00 | 3,200.00 |
| 4. | Class A Concrete | 600 cu. yd. | 70.00 | 42,000.00 |
| 5. | Metal Reinforcement | 106000 lbs. | 0.11 | 11,660.00 |
| 6. | Struc. Carbon Steel | 80000 lbs. | 0.22 | 17,600.00 |
| 7. | Struc. Low Alloy " | 90500 lbs. | 0.24 | 21,720.00 |
| 8. | Handrail | 500 lin.ft. | 12.00 | 6,000.00 |
| 9. | Removal of existing structure | Lump Sum | | 5,000.00 |
| | | | | $113,300.00 |
| | Engineering and Contingencies at 12½% | | | 14,162.50 |
| | | | Total | $127,462.50 |

Removal of existing structure and rebuilding with a 26-foot-wide roadway:

| | | | | |
|---|---|---|---|---|
| 1. | Structural Excavation | 400 cu. yd. | at $5.00 | $ 2,000.00 |
| 2. | Treated Piles | 540 lin.ft. | 1.50 | 810.00 |
| 3. | Drive Piles | 36 each | 40.00 | 1,440.00 |
| 4. | Class A Concrete | 425 cu. yd. | 70.00 | 29,750.00 |
| 5. | Metal Reinforcement | 85000 lbs. | 0.11 | 9,350.00 |
| 6. | Struc. Carbon Steel | 48000 lbs. | 0.22 | 10,560.00 |
| 7. | Struc. Low Alloy " | 60000 lbs. | 0.24 | 14,400.00 |
| 8. | Handrail | 500 lin.ft. | 12.00 | 6,000.00 |
| 9. | Removal of existing structure | Lump Sum | | 5,000.00 |
| | | | | $ 79,310.00 |
| | Engineering and Contingencies at 12½% | | | 9,913.75 |
| | | | Total | $ 89,223.75 |

Summary of Estimated Costs

| | County | State |
|---|---|---|
| Unit 1 | $124,870.50 | |
| Unit 2 | 38,238.75 | $89,223.75 |
| Total | $163,109.25 | $89,223.75 |

The costs given above are based on estimated quantities and estimated contract prices. The actual costs will be based on computed quantities at the completion of the project and on prices bid by the contractor.

You will note that no quantities or costs for the embankment are shown in the roadwork in Unit 1 other than an allowance for cutting down, shaping and compacting shoulders. The State will have waste material from the Banfield Expressway project west of 82nd Avenue which can be used.

It will be appreciated if you will advise as soon as practicable whether this is satisfactory to Multnomah County. We will be ready to award a contract as soon as the detour roadway is ready for traffic.

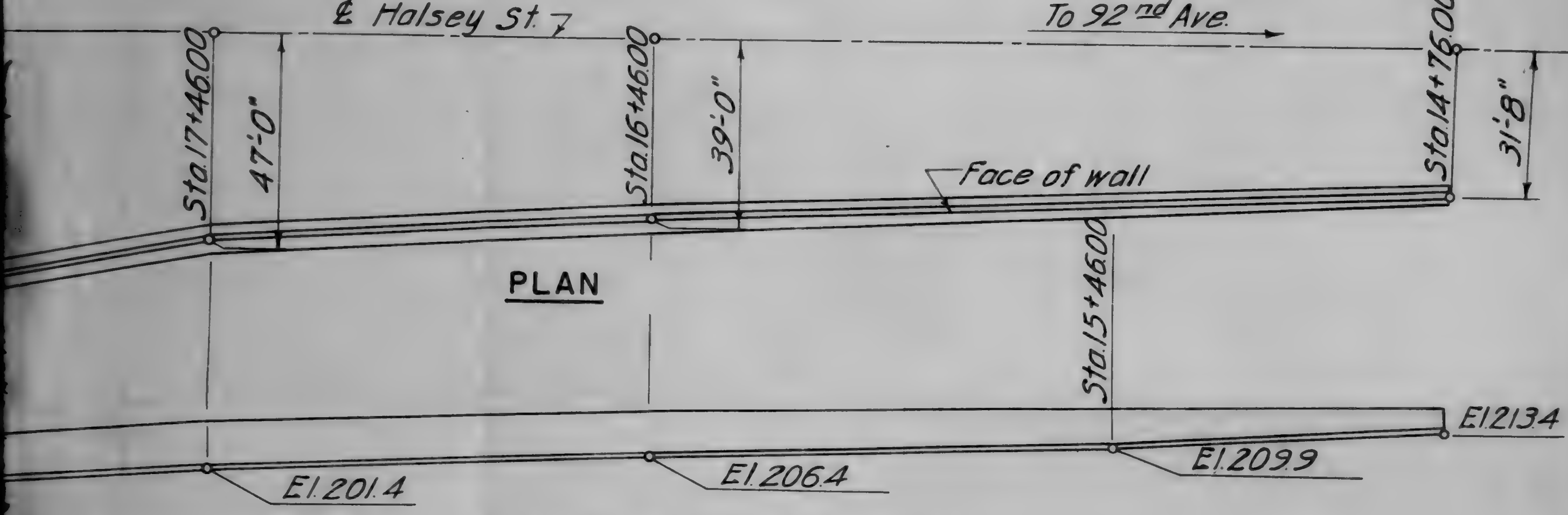
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
Encl.
cc G. S. Paxson
C. W. Enfield


℄ Halsey St.
To 92nd Ave.
Sta.17+46.00
47'-0"
Sta.16+46.00
39'-0"
Face of wall
Sta.14+76.00
31'-8"
PLAN
Sta.15+46.00
El.213.4
El.209.9
El.206.4
El.201.4

## ELEVATION OF RETAINING WALL

Scale: 1" = 30'-0"

OREGON
STATE HIGHWAY COMMISSION

# HALSEY STREET UNDERCROSSING RECONSTRUCTION

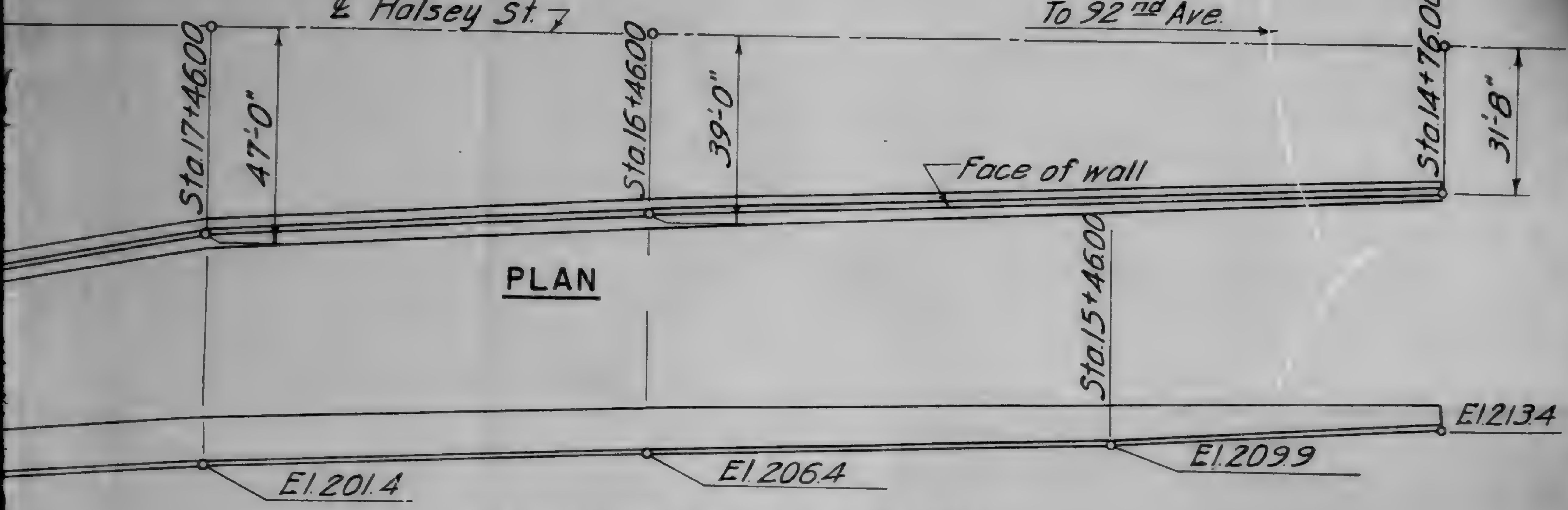
BANFIELD EXPRESSWAY
92 ND AVENUE - FAIRVIEW SECTION
MULTNOMAH COUNTY
PLAN & ELEVATION

APPROVED BY:
BRIDGE ENGINEER

SCALE AS NOTED
JULY 30, 1953
CALC. BK. NO. 321
ACCOMP. BY DWGS. NO.

DRAWN BY L.L.W.
TRACED BY G.W.T.
CHECKED BY

SHEET 1 OF
BRIDGE NO. 2142-A
DRAWING NO. 11002


℄ Halsey St. 7
To 92nd Ave.
Sta. 17+46.00
47'-0"
Sta. 16+46.00
39'-0"
Face of wall
Sta. 14+76.00
31'-8"
PLAN
Sta. 15+46.00
El. 213.4
El. 201.4
El. 206.4
El. 209.9

ELEVATION OF RETAINING WALL

*Scale: 1"=30'-0"*

OREGON
STATE HIGHWAY COMMISSION

# HALSEY STREET UNDERCROSSING RECONSTRUCTION

BANFIELD EXPRESSWAY
92 ND AVENUE - FAIRVIEW SECTION
MULTNOMAH COUNTY
PLAN & ELEVATION

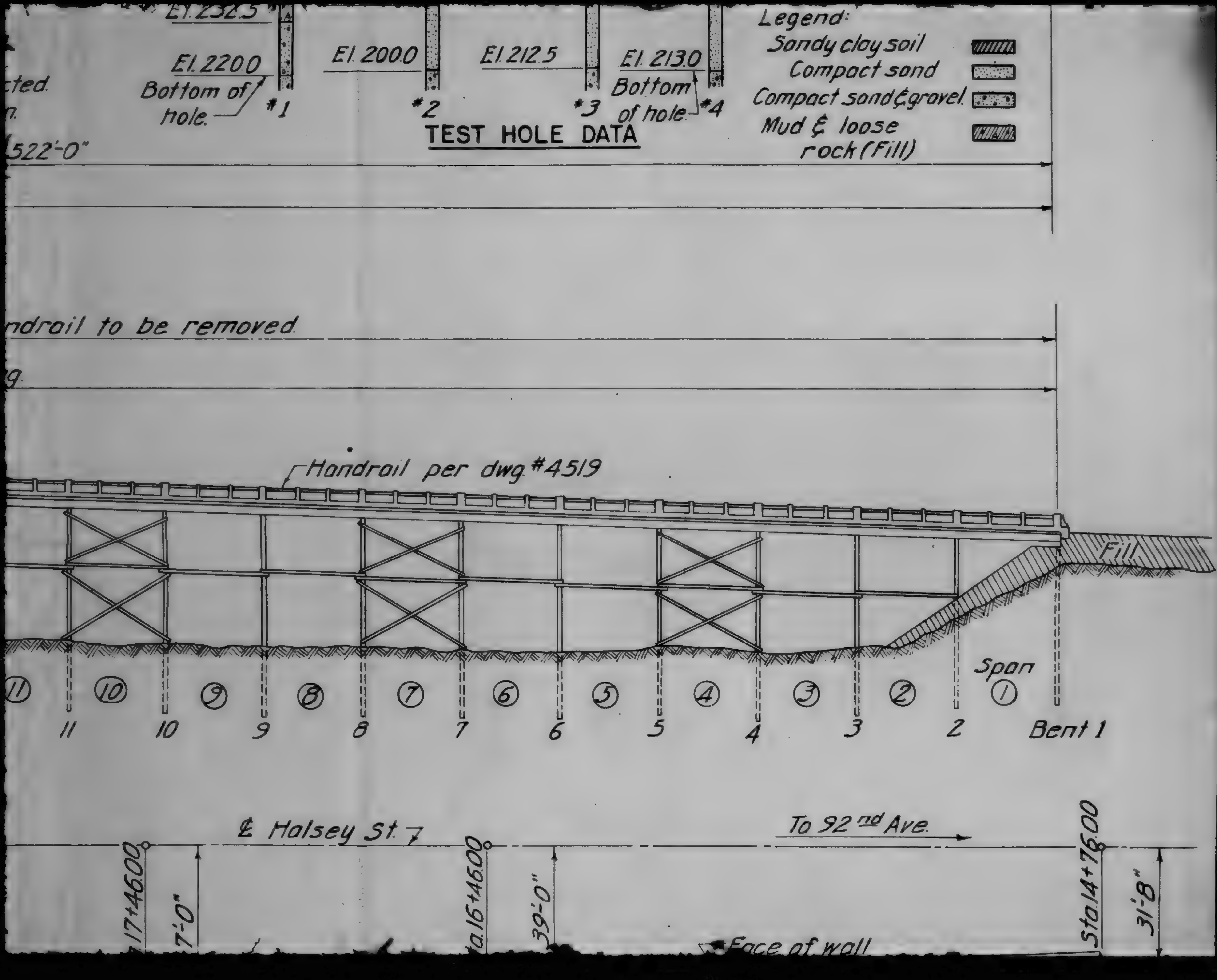
5905%

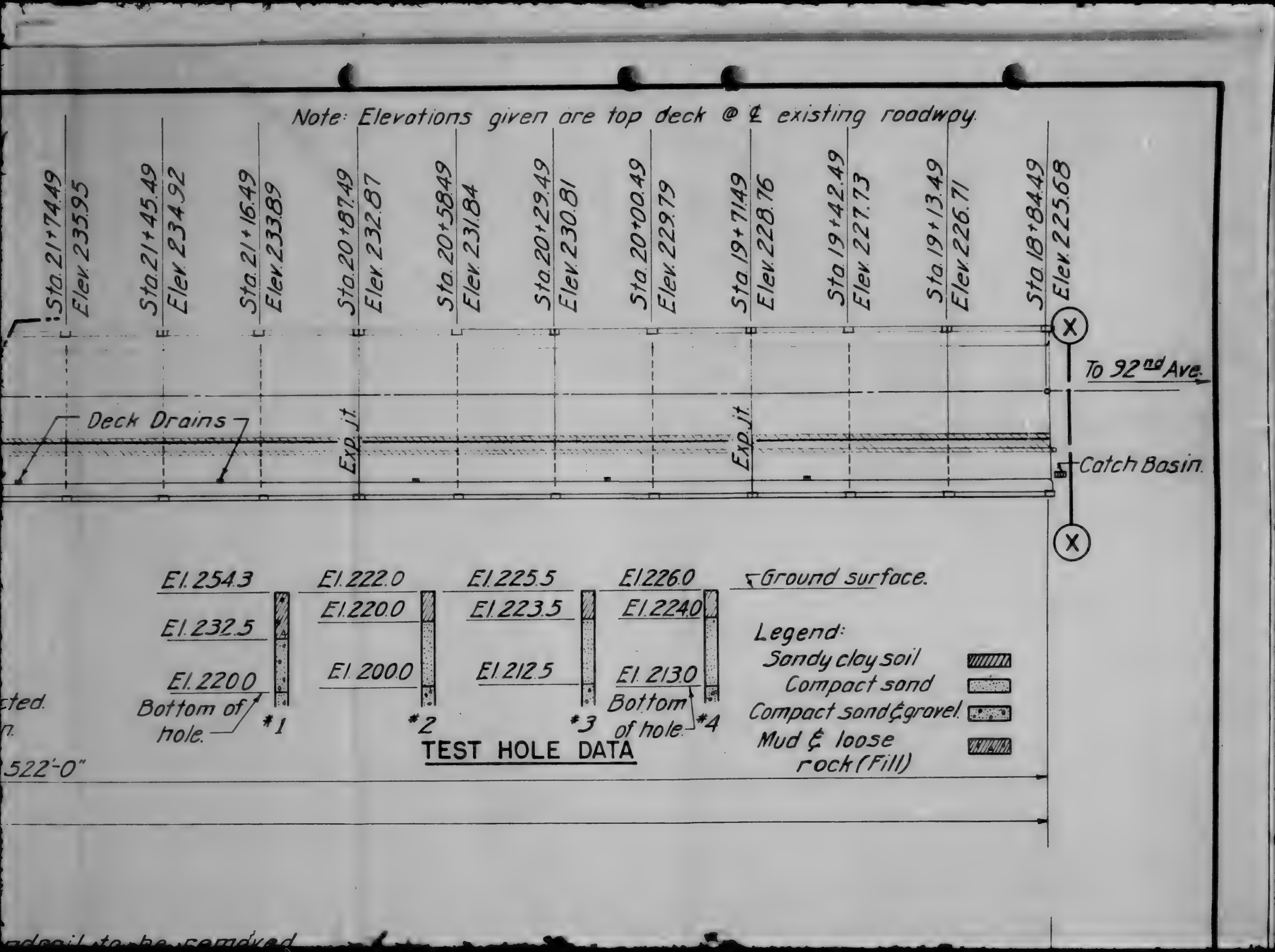
APPROVED BY:
BRIDGE ENGINEER

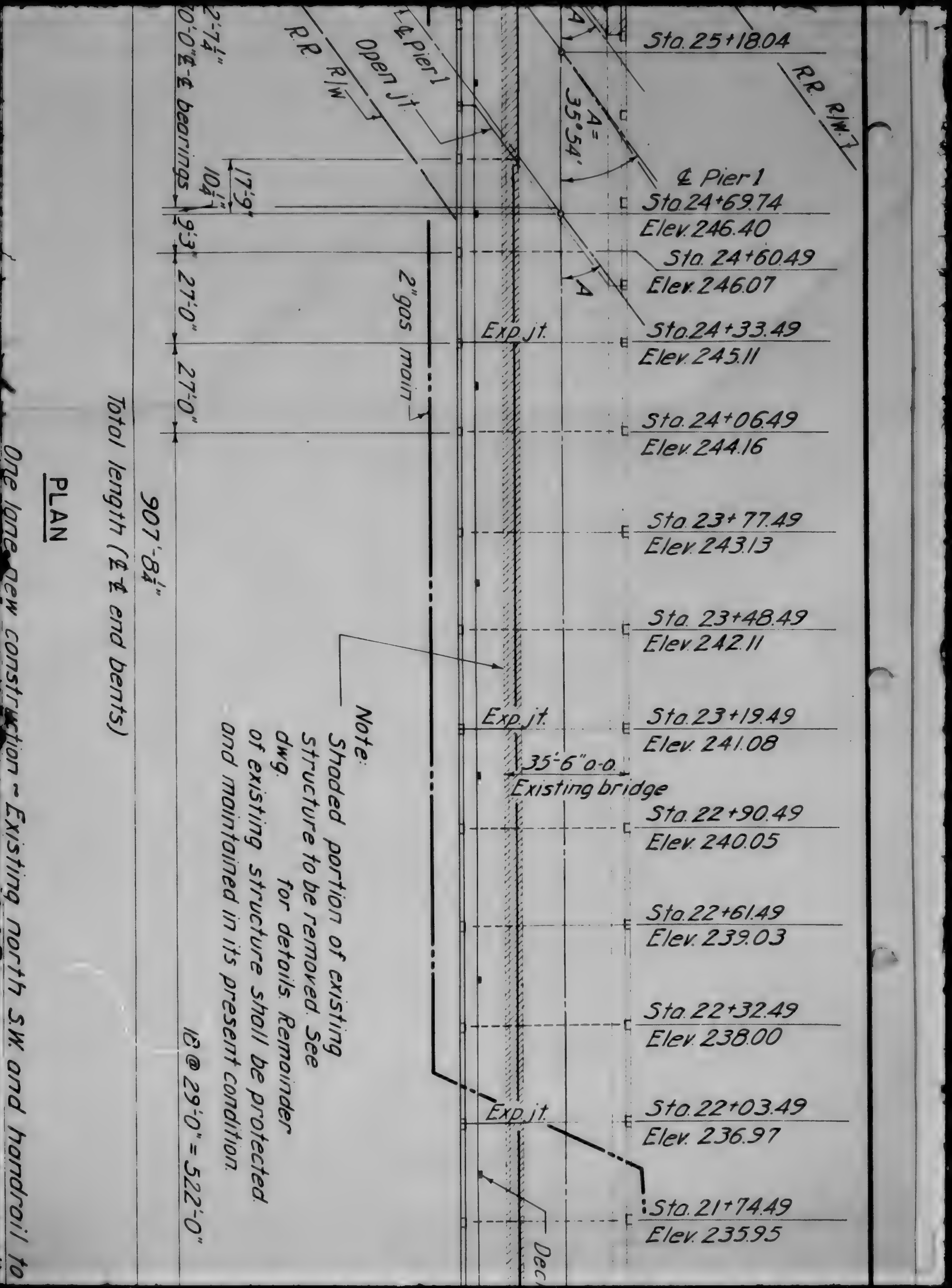
SCALE AS NOTED
JULY 30, 1953
CALC. BK. NO. 321
ACCOMP. BY DWGS. NO.

DRAWN BY L.L.W.
TRACED BY G.W.T.
CHECKED BY

SHEET 1 OF
BRIDGE NO. 2142-A
DRAWING NO. 11002


El. 232.5
El. 220.0
Bottom of hole.
*1
El. 200.0
*2
El. 212.5
*3
El. 213.0
Bottom of hole.
*4
TEST HOLE DATA
Legend:
Sandy clay soil
Compact sand
Compact sand & gravel.
Mud & loose rock (Fill)
cted.
n.
522'-0"
ndrail to be removed.
g.
Handrail per dwg. #4519
Fill
Span
⑪ ⑩ ⑨ ⑧ ⑦ ⑥ ⑤ ④ ③ ② ①
11 10 9 8 7 6 5 4 3 2
Bent 1
℄ Halsey St.
To 92nd Ave.
17+46.00
7'-0"
a.16+46.00
39'-0"
Sta.14+76.00
31'-8"
Face of wall

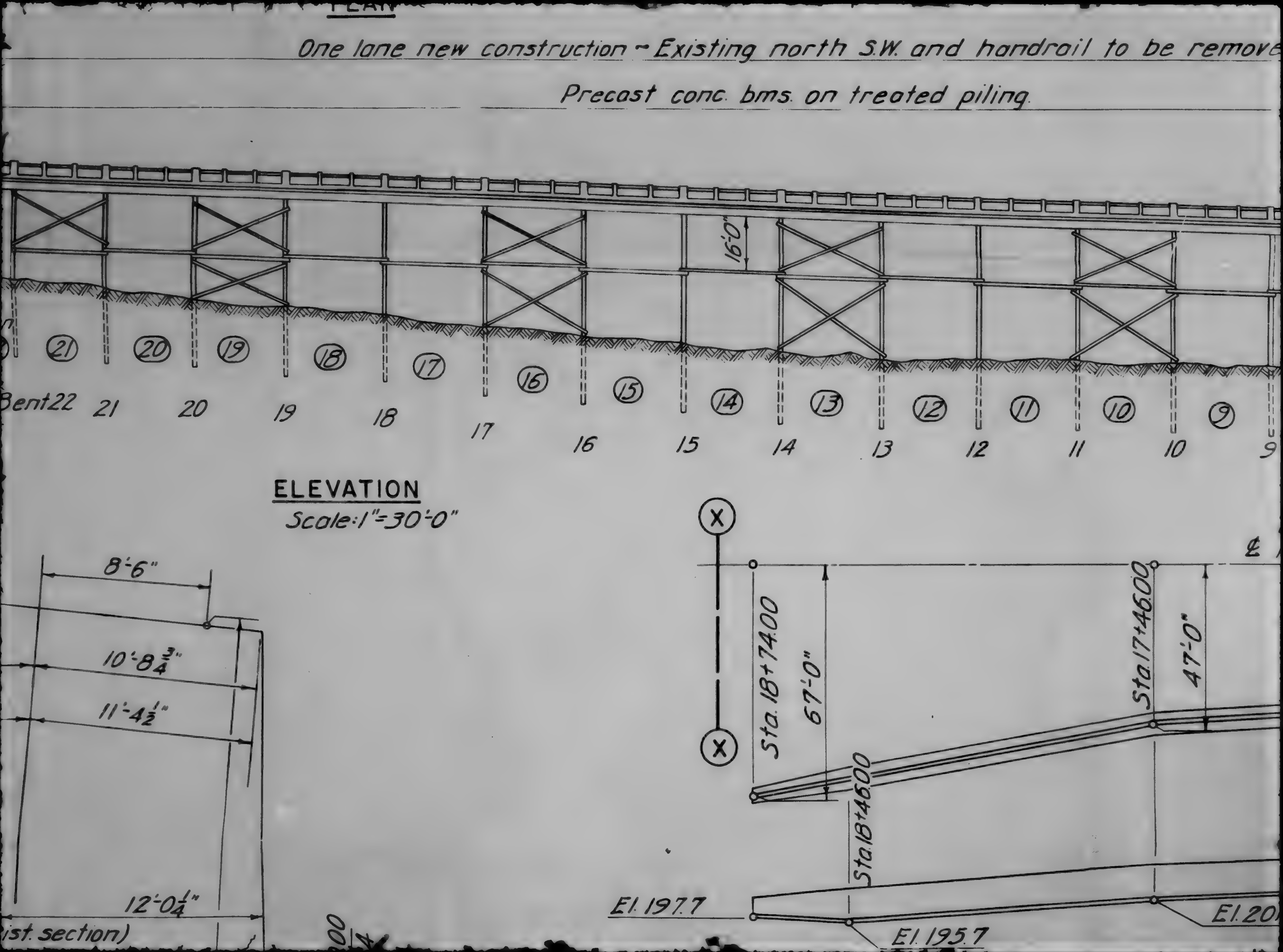

Note: Elevations given are top deck @ ℄ existing roadway.
Sta. 21+74.49 Elev. 235.95
Sta. 21+45.49 Elev. 234.92
Sta. 21+16.49 Elev. 233.89
Sta. 20+87.49 Elev. 232.87
Sta. 20+58.49 Elev. 231.84
Sta. 20+29.49 Elev. 230.81
Sta. 20+00.49 Elev. 229.79
Sta. 19+71.49 Elev. 228.76
Sta. 19+42.49 Elev. 227.73
Sta. 19+13.49 Elev. 226.71
Sta. 18+84.49 Elev. 225.68
To 92nd Ave.
Deck Drains
Exp. jt.
Exp. jt.
Catch Basin.
El. 254.3
El. 232.5
El. 220.0
Bottom of hole.
*1
El. 222.0
El. 220.0
El. 200.0
*2
El. 225.5
El. 223.5
El. 212.5
*3
El. 226.0
El. 224.0
El. 213.0
Bottom of hole.
*4
Ground surface.
TEST HOLE DATA
Legend:
Sandy clay soil
Compact sand
Compact sand & gravel.
Mud & loose rock (Fill)
cted.
n.
522'-0"
ndrail to be removed

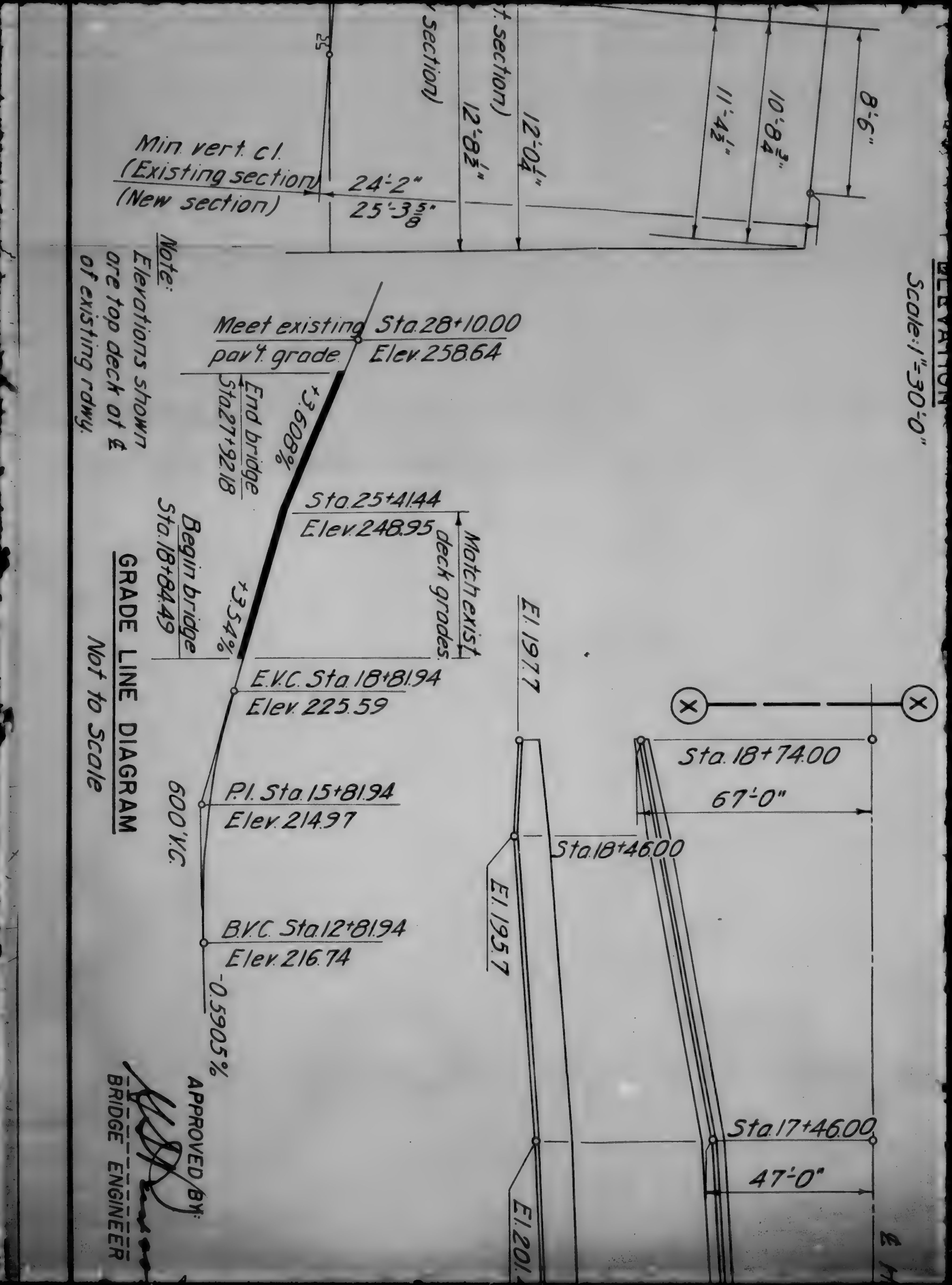

Sta. 25+18.04
R.R. R/W
A
A= 35°54'
℄ Pier 1
Open jt.
R.R. R/W
℄ Pier 1
Sta. 24+69.74
Elev. 246.40
Sta. 24+60.49
Elev. 246.07
A
2" gas main
Exp. jt.
Sta. 24+33.49
Elev. 245.11
Sta. 24+06.49
Elev. 244.16
Sta. 23+77.49
Elev. 243.13
Sta. 23+48.49
Elev. 242.11
Exp. jt.
Sta. 23+19.49
Elev. 241.08
35'-6" o-o.
Existing bridge
Sta. 22+90.49
Elev. 240.05
Sta. 22+61.49
Elev. 239.03
Sta. 22+32.49
Elev. 238.00
Exp. jt.
Sta. 22+03.49
Elev. 236.97
Sta. 21+74.49
Elev. 235.95
Dec
2'-7¼"
0'-0" ℄-℄ bearings
17'-9"
10¼"
9'-3"
27'-0"
27'-0"
18 @ 29'-0" = 522'-0"
907'-8¼"
Total length (℄-℄ end bents)

PLAN

One lane new construction - Existing north S.W. and handrail to

Note:
Shaded portion of existing structure to be removed. See dwg. for details. Remainder of existing structure shall be protected and maintained in its present condition.


One lane new construction ~ Existing north S.W. and handrail to be remove
Precast conc. bms. on treated piling.
16'-0"
21
20
19
18
17
16
15
14
13
12
11
10
9
Bent22
21
20
19
18
17
16
15
14
13
12
11
10
9
ELEVATION
Scale: 1"=30'-0"
8'-6"
10'-8 3/4"
11'-4 1/2"
12'-0 1/4"
ist. section)
X
X
Sta. 18+74.00
67'-0"
Sta. 17+46.00
47'-0"
Sta. 18+46.00
El. 197.7
El. 195.7
El. 20


section)
t. section)
12'-8½"
12'-0¼"
11'-4½"
10'-8¾"
8'-6"
Min. vert. cl.
(Existing section)
(New section)
24'-2"
25'-3⅝"
ELEVATION
Scale: 1" = 30'-0"
Meet existing pav't. grade
Sta. 28+10.00
Elev. 258.64
End bridge Sta. 27+92.18
+3.608%
Sta. 25+41.44
Elev. 248.95
Match exist. deck grades
+3.54%
Begin bridge Sta. 18+84.49
E.V.C. Sta. 18+81.94
Elev. 225.59
P.I. Sta. 15+81.94
Elev. 214.97
600' V.C.
B.V.C. Sta. 12+81.94
Elev. 216.74
-0.5905%
El. 197.7
El. 195.7
El. 201.
X
X
Sta. 18+74.00
67'-0"
Sta. 18+46.00
Sta. 17+46.00
47'-0"
℄

Note:
Elevations shown are top deck at ℄ of existing rdwy.

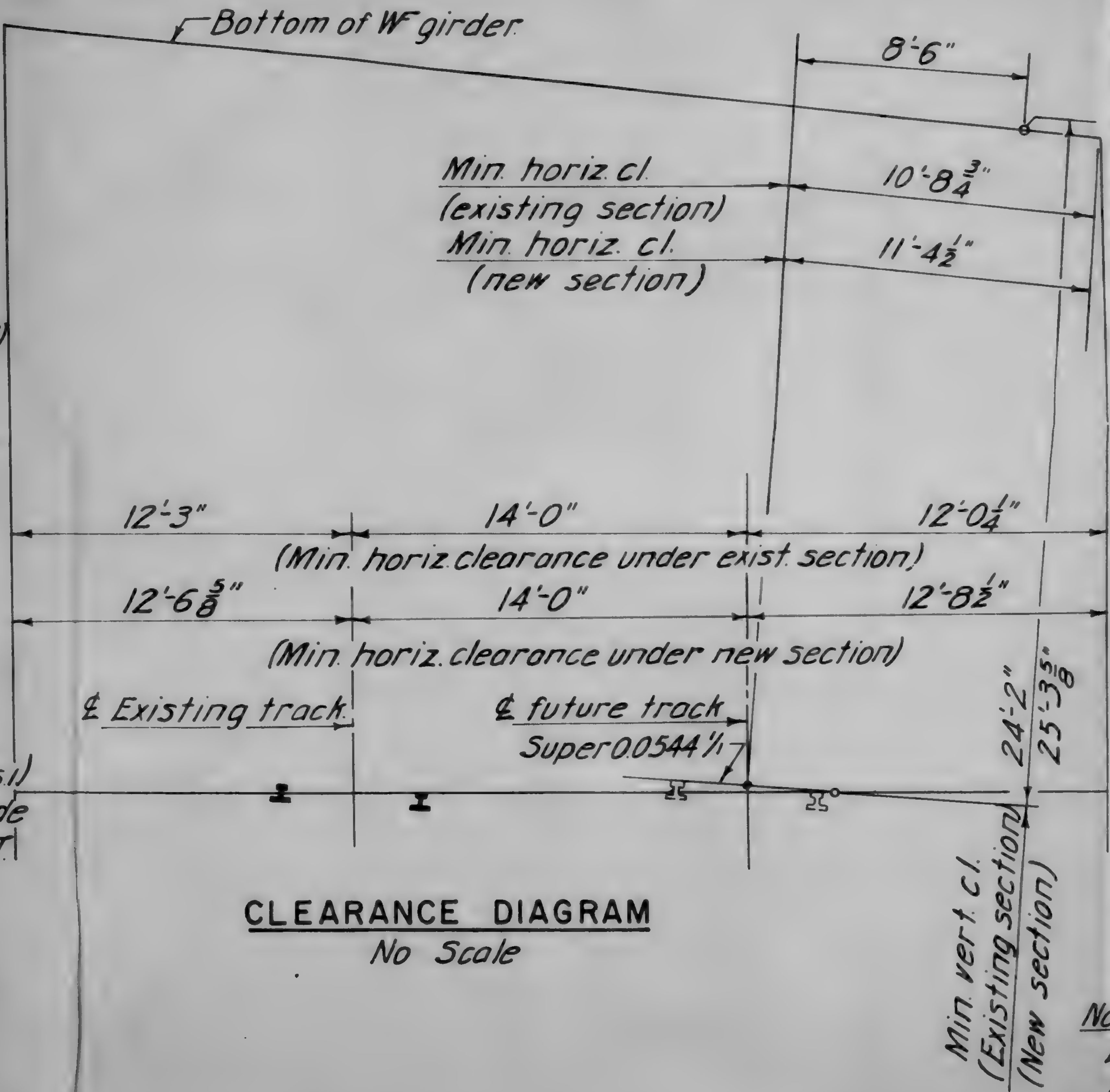
## GRADE LINE DIAGRAM

Not to Scale

APPROVED BY:

BRIDGE ENGINEER

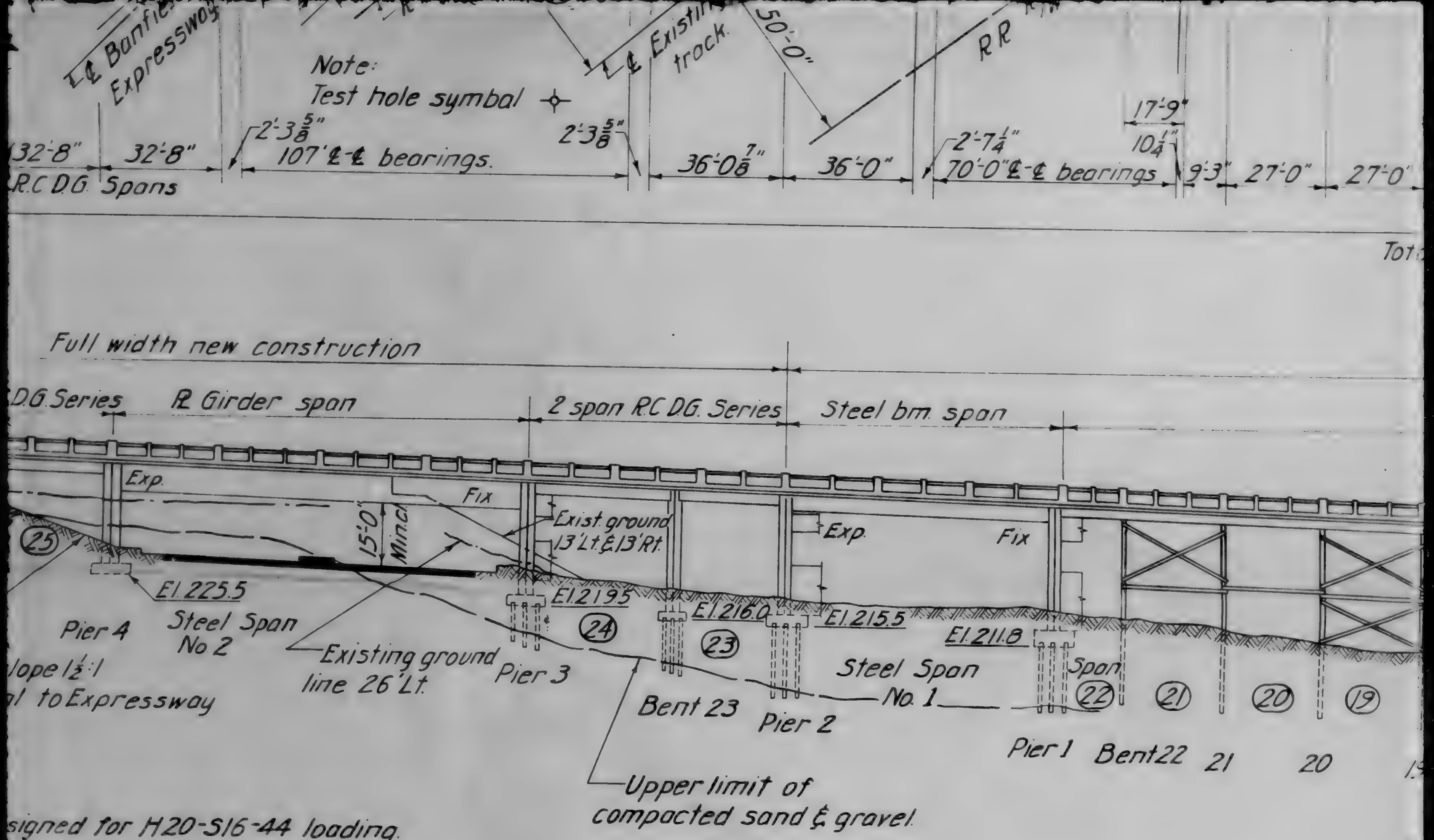
esigned for H20-S16-44 loading.
are designed for 38 lanes of
distributed to all longit. bms. ℞
e designed for 3 lanes of
ortion of steel bm. span and
esigned for 1 lane of live load.
and workmanship shall conform to
s for bridges of the Oregon State
ission.
l steel shall be "Carbon Steel"
S.T.M. specification A7-51 T) or "Low
forming to A.S.T.M. specifications A242-46)
eel shall be used for girder webs,
ver ℞s and splice material.
shall be floor system, connection
angles, shoes, rockers, pins, and
eous structural steel.
in location of girder splices
ved by the Engineer before
rdered or fabricated.
shall be $\frac{7}{8}$" diameter carbon
l conform to A.S.T.M. spec. A141-39
e shall be class "A" with a
gth of 3300 #/in² in 28 days (fc=1320 p.s.i.)
cing steel shall be intermediate grade
conforming to A.S.T.M. spec. A305-50 T.
ear unless shown otherwise. Lap
, or as shown. (fs=20,000 p.s.i.)
signed for max. allowable bearing


Bottom of WF girder
8'-6"
Min. horiz. cl. (existing section)
10'-8$\frac{3}{4}$"
Min. horiz. cl. (new section)
11'-4$\frac{1}{2}$"
12'-3"
14'-0"
12'-0$\frac{1}{4}$"
(Min. horiz. clearance under exist. section)
12'-6$\frac{5}{8}$"
14'-0"
12'-8$\frac{1}{2}$"
(Min. horiz. clearance under new section)
℄ Existing track
℄ future track
Super 0.0544'/1'
24'-2"
25'-3$\frac{5}{8}$"
Min. vert. cl.
(Existing section)
(New section)

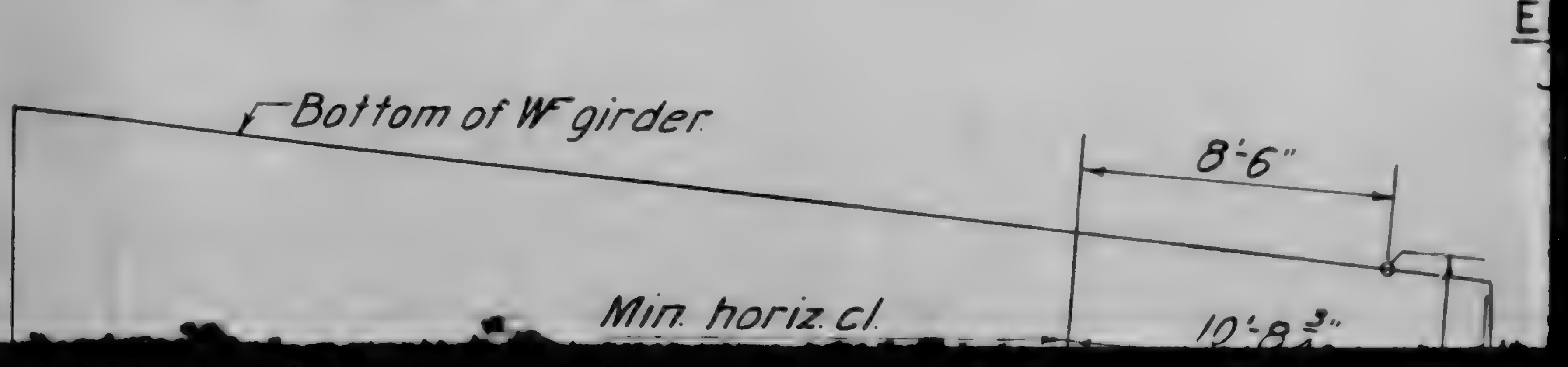
## CLEARANCE DIAGRAM

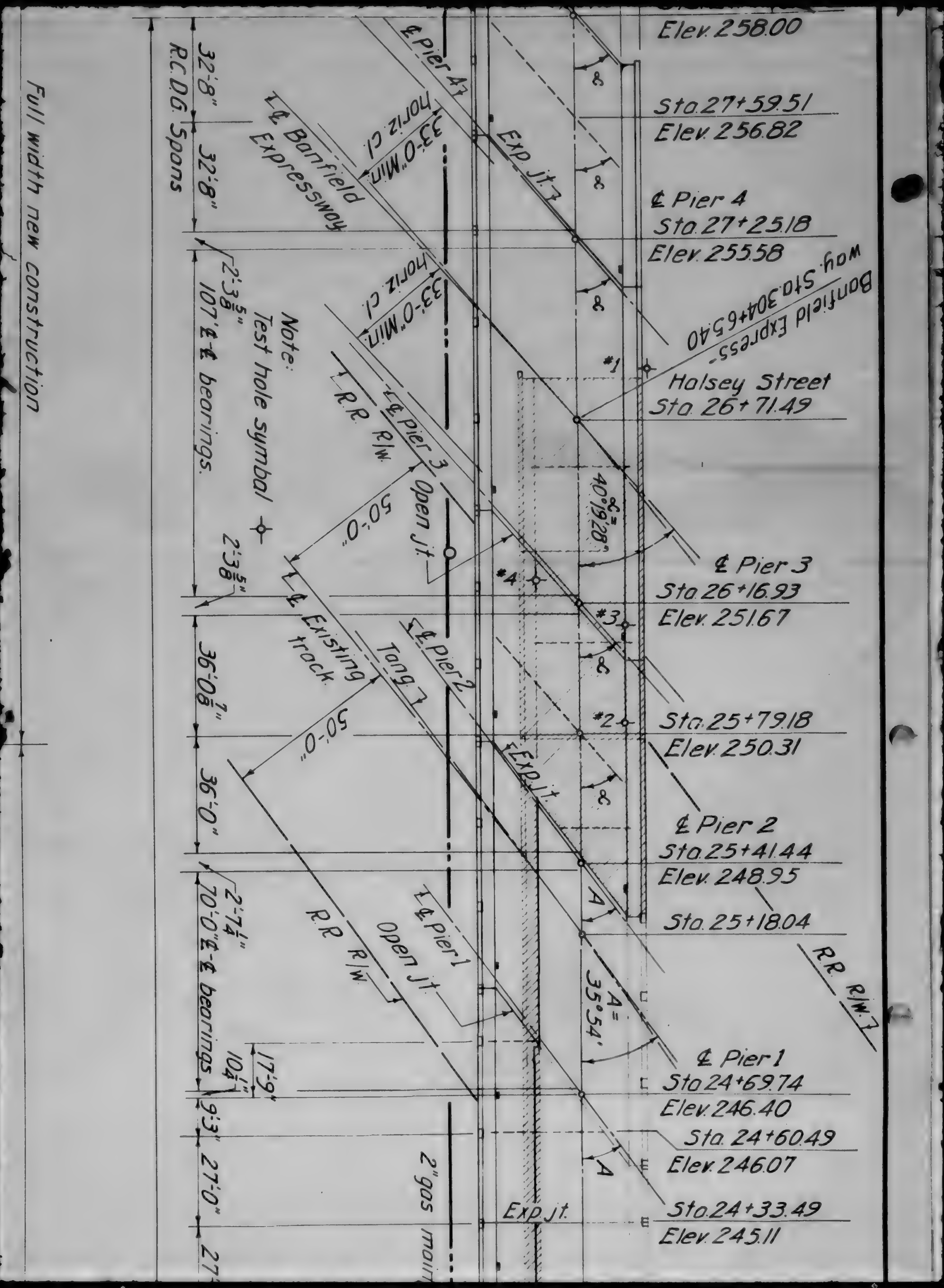
No Scale

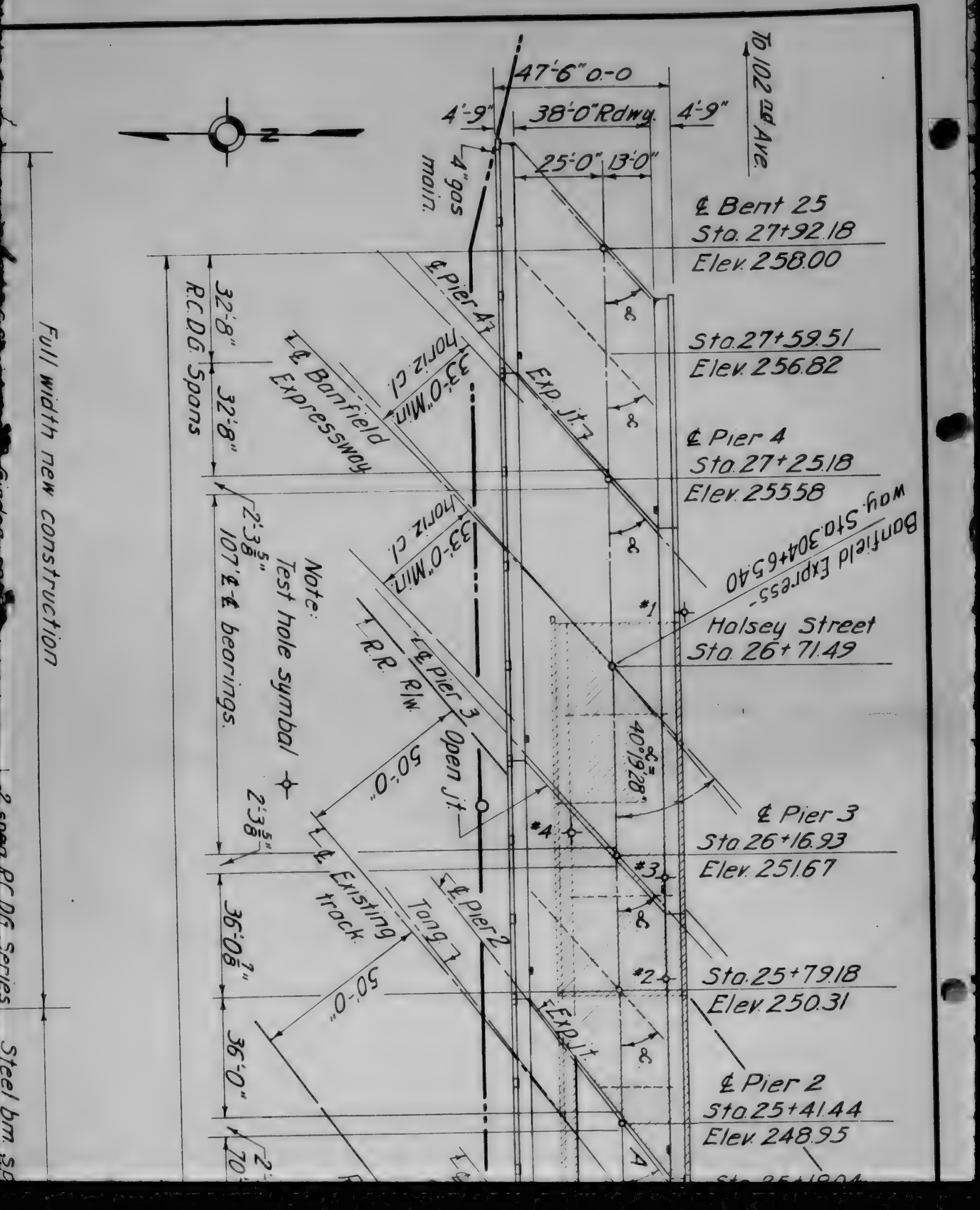
No


℄ Banfield Expressway
Note:
Test hole symbol ⌖
℄ Existing track
50'-0"
RR
32'-8"
32'-8"
R.C.D.G. Spans
2'-3 5/8"
107' ℄-℄ bearings.
2'-3 5/8"
36'-0 7/8"
36'-0"
2'-7 1/4"
70'-0" ℄-℄ bearings
17'-9"
10 1/4"
9'-3"
27'-0"
27'-0"
Tot
Full width new construction
D.G. Series
PL Girder span
2 span R.C.D.G. Series
Steel bm. span
Exp.
Fix
15'-0" Min. cl.
Exist. ground 13' Lt. & 13' Rt.
Exp.
Fix
25
El. 225.5
Pier 4
Steel Span No. 2
Slope 1½:1
to Expressway
Existing ground line 26' Lt.
El. 219.5
24
Pier 3
El. 216.0
23
Bent 23
El. 215.5
Pier 2
El. 211.8
Steel Span No. 1
Span
22
21
20
19
Pier 1
Bent 22
21
20
19
Upper limit of compacted sand & gravel.

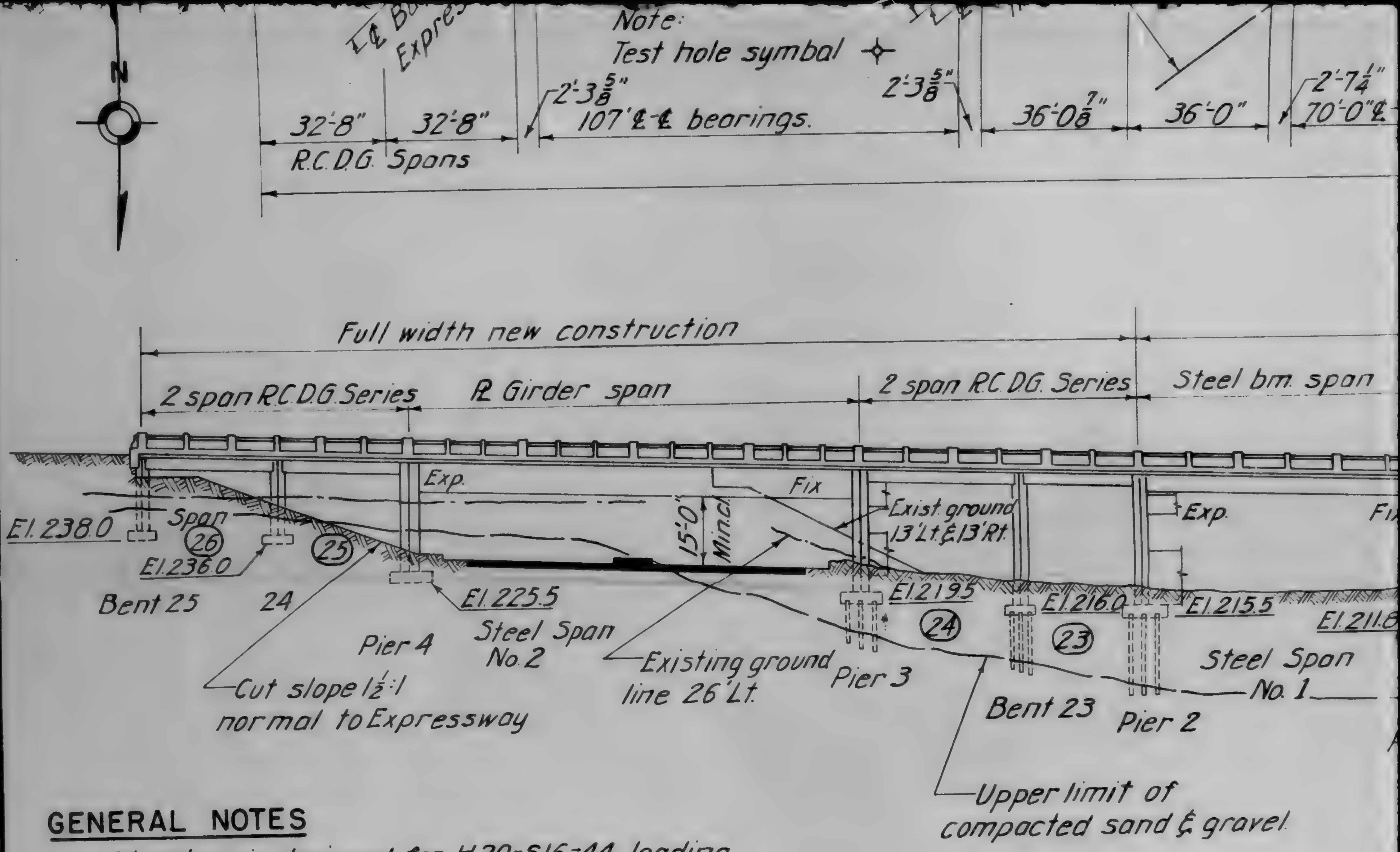
signed for H20-S16-44 loading.
re designed for 3.8 lanes of
distributed to all longit. bms. PL
designed for 3 lanes of
ction of steel bm. span and
signed for 1 lane of live load.
nd workmanship shall conform to
for bridges of the Oregon State


E
Bottom of WF girder.
8'-6"
Min. horiz. cl.
10'-8 3/4"


Elev. 258.00
Sta. 27+59.51
Elev. 256.82
℄ Pier 4
Sta. 27+25.18
Elev. 255.58
Bonfield Express-way. Sta. 304+65.40
Halsey Street
Sta. 26+71.49
℄ Pier 3
Sta. 26+16.93
Elev. 251.67
Sta. 25+79.18
Elev. 250.31
℄ Pier 2
Sta. 25+41.44
Elev. 248.95
Sta. 25+18.04
R.R. R/W.
℄ Pier 1
Sta. 24+69.74
Elev. 246.40
Sta. 24+60.49
Elev. 246.07
Sta. 24+33.49
Elev. 245.11
℄ Pier 4
Exp. jt.
℄ Bonfield Expressway
33'-0" Min. horiz. cl.
33'-0" Min. horiz. cl.
∝
∝
∝
∝
∝
#1
#2
#3
#4
℄ = 40°19'28"
A = 35°54'
A
A
A
R.R. R/W.
℄ Pier 3
Open jt.
50'-0"
℄ Existing track
Tang.
℄ Pier 2
Exp. jt.
50'-0"
R.R. R/W.
℄ Pier 1
Open jt.
Exp. jt.
2" gas main
Full width new construction
R.C.D.G. Spans
32'-8"
32'-8"
2'-3 5/8"
107' ℄-℄ bearings.
2'-3 5/8"
Note:
Test hole symbol
36'-0 7/8"
36'-0"
2'-7 1/4"
70'-0" ℄-℄ bearings
17'-9"
10 1/4"
9'-3"
27'-0"
27'



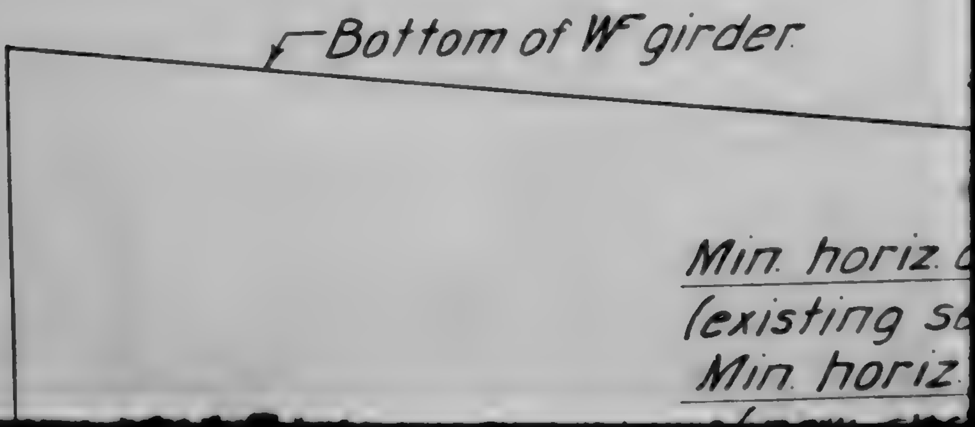
To 102nd Ave.
N
47'-6" o-o
4'-9"
38'-0" Rdwy.
4'-9"
25'-0"
13'-0"
4" gas main.
℄ Bent 25
Sta. 27+92.18
Elev. 258.00
℄ Pier 4
Exp. Jt.
Sta. 27+59.51
Elev. 256.82
℄ Pier 4
Sta. 27+25.18
Elev. 255.58
∝
32'-8"
32'-8"
R.C.D.G. Spans
℄ Banfield Expressway
33'-0" Min. horiz. cl.
33'-0" Min. horiz. cl.
Banfield Expressway Sta. 304+65.40
#1
Halsey Street
Sta. 26+71.49
Note:
Test hole symbol
2'-3 5/8"
107' ℄-℄ bearings.
R.R. R/W.
℄ Pier 3
Open Jt.
50'-0"
∝ = 40°19'28"
#4
℄ Pier 3
Sta. 26+16.93
Elev. 251.67
#3
2'-3 5/8"
℄ Existing track
Tang.
℄ Pier 2
36'-0 1/8"
50'-0"
#2
Sta. 25+79.18
Elev. 250.31
Exp. Jt.
36'-0"
℄ Pier 2
Sta. 25+41.44
Elev. 248.95
A
Full width new construction
2 span RC DG Series
Steel bm. sp


N
Note:
Test hole symbal ⌖
℄ Bo...
Expres...
32'-8"
32'-8"
R.C.D.G. Spans
2'-3 5/8"
107' ℄-℄ bearings.
2'-3 5/8"
36'-0 7/8"
36'-0"
2'-7 1/4"
70'-0" ℄
Full width new construction
2 span R.C.D.G. Series
℘ Girder span
2 span R.C.D.G. Series
Steel bm. span
Exp.
Fix
Exp.
Exist. ground 13' Lt. & 13' Rt.
15'-0" Min. cl.
El. 238.0
Span
26
25
El. 236.0
Bent 25
24
El. 225.5
Pier 4
Steel Span No. 2
Cut slope 1½:1 normal to Expressway
Existing ground line 26' Lt.
El. 219.5
24
Pier 3
El. 216.0
23
Bent 23
El. 215.5
Pier 2
Steel Span No. 1
El. 211.8
Upper limit of compacted sand & gravel.

## GENERAL NOTES

Structure is designed for H20-S16-44 loading. Concrete spans are designed for 3.8 lanes of live load equally distributed to all longit. bms. ℘ girder spans are designed for 3 lanes of live load. New portion of steel bm. span and trestle spans designed for 1 lane of live load.

All material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.


Bottom of W̲F̲ girder.
Min. horiz.
(existing s
Min. horiz.

## GENERAL NOTES

Structure is designed for H20-S16-44 loading. Concrete spans are designed for 3.8 lanes of live load equally distributed to all longit. bms. Pl. girder spans are designed for 3 lanes of live load. New portion of steel bm. span and trestle spans designed for 1 lane of live load.

All material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

All structural steel shall be "Carbon Steel" (conforming to A.S.T.M. specification A7-51T) or "Low Alloy Steel" (conforming to A.S.T.M. specifications A242-46)

Low alloy steel shall be used for girder webs, flange angles, cover Pls and splice material.

Carbon steel shall be floor system, connection angles, stiffner angles, shoes, rockers, pins, and other miscellaneous structural steel.

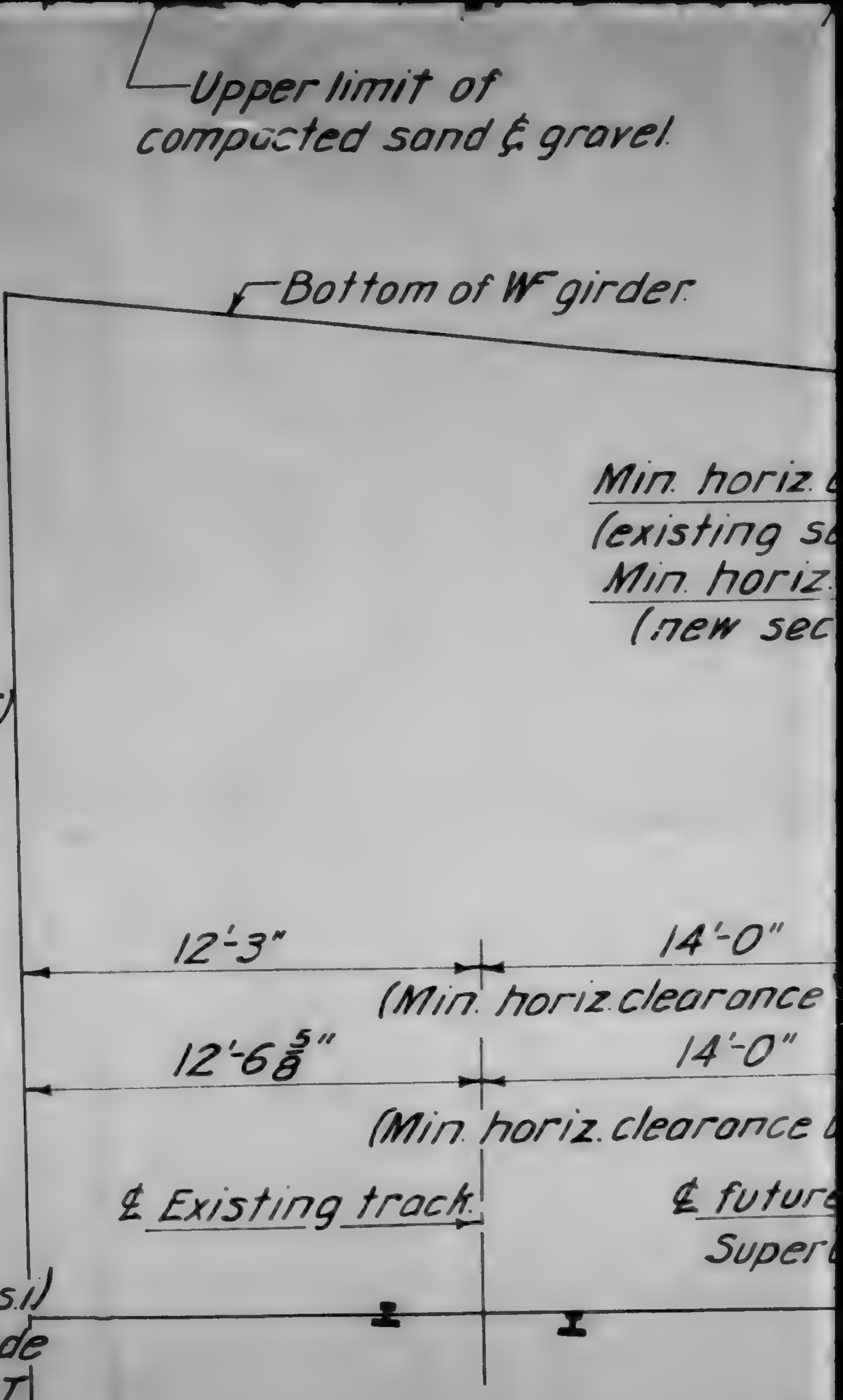
Any change in location of girder splices shall be approved by the Engineer before materials are ordered or fabricated.

All rivets shall be $\frac{7}{8}$" diameter carbon rivets and shall conform to A.S.T.M. spec. A141-39

All concrete shall be class "A" with a breaking strength of 3300 $\#/in^2$ in 28 days (fc=1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars conforming to A.S.T.M. spec. A305-50T. Place bars 2" clear unless shown otherwise. Lap splices 20 diam., or as shown. (fs=20,000 p.s.i.)

Footings designed for max. allowable bearing of 3 tons / ft.$^2$



Upper limit of compacted sand & gravel.
Bottom of WF girder.
Min. horiz.
(existing s
Min. horiz.
(new sec
12'-3"
14'-0"
(Min. horiz. clearance
12'-6$\frac{5}{8}$"
14'-0"
(Min. horiz. clearance
℄ Existing track.
℄ future
Super

### CLEARANCE DIAGRA

No Scale

RECEIVED
APR 7 1953
FOR FILING

GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
2115 S. E. MORRISON ST.
PORTLAND 15, OREGON

BR 8441

Consult
[illegible]
File

4028

April 3, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

RE: Halsey Street Structure on
Banfield Freeway (Bridge 2142)

Your letter of March 24, 1953 sets forth all the conditions which are agreeable to us; however, in looking at the west end of the bridge it seemed to me that it might be desirable to extend the 12' lane some distance further west.

I have ordered the boys to make a survey of this so that it can be figured, and if we feel that this should be done after examining the contour map, we will send you the map showing the slopes and conditions at the west end.

Respectfully yours,

Geo W Buck

GEO. W. BUCK
Roadmaster

GWB:md

RECEIVED
APR 7 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

NOTED
W. C. WILLIAMS

#4028 [illegible]

RECEIVED
APR 7 1953
STATE HIGHWAY ENGINEER

Mr. Williams:—

Any extension of the 12' lane to the west would be embankment. We shouldn't get this in our bridge contract. (County should do this themselves.)

H.S.P.

4, 1953

Portland 15, Oregon

Dear Sir:

Re: Halsey Street Structure on
Banfield Freeway (Bridge 2142)

Reference is made to your letter of March 5, 1953, in which you request that we provide for three lanes, in the part of the structure which we are replacing, and widen the remainder of the bridge for three-lane traffic.

At a conference between Mr. Northrup of your office and Mr. Paxson of this office, it was agreed that we would prepare estimates of cost for the widening of the structure broken down into (1) the additional cost for widening the portion of the structure at the east end which we are replacing, and (2) the widening of the portion of the present structure which is not to be removed and replaced.

Our estimate of the additional cost for the three lanes on the easterly end extending from the east railroad pier to the east end of the structure is $35,000. Our estimate for the widening of the existing structure from the east railroad pier westerly to the west end of the structure is $69,000. This would make the total cost for widening the structure to three lanes $104,000.

If the county wants to go ahead with this project, we would suggest that the entire project be set up as one contract. We would take separate bids on the two units, namely, from the east railroad pier each way. The county would then pay the entire cost of the widening of the westerly unit. On the easterly unit we have our design completed for the two-lane structure and know the quantities involved. The difference between the quantities in the three-lane structure and in the two-lane structure, at the unit prices bid on this section, would be the cost to the county.

If this scheme is satisfactory to the county, please advise and appropriate agreements will be drafted covering the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
FOR FILING

Const
Roads Bridges
Gen

[illegible]

March 24, 1953

Mr. Geo. W. Buck
Roadmaster
County of Multnomah
2115 S.E.Morrison Street
Portland 15, Oregon

Dear Sir:

Re: Halsey Street Structure on
Banfield Freeway (Bridge 2142)

Reference is made to your letter of March 5, 1953, in which you request that we provide for three lanes, in the part of the structure which we are replacing, and widen the remainder of the bridge for three-lane traffic.

At a conference between Mr. Northrup of your office and Mr. Paxson of this office, it was agreed that we would prepare estimates of cost for the widening of the structure broken down into (1) the additional cost for widening the portion of the structure at the east end which we are replacing, and (2) the widening of the portion of the present structure which is not to be removed and replaced.

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If this scheme is satisfactory to the county, please advise and appropriate agreements will be drafted covering the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
2115 S. E. MORRISON ST.
PORTLAND 15, OREGON

BR 8441

March 5, 1953

Paxson
Please
work this out
with Mr Buck.
Williams

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

dock
Engineer
Highway Department

Re: Halsey Street Overcrossing of
Union Pacific Tracks (Bridge No. 2142-a)

We have your letter of February 24th regarding the future development of N. E. Halsey Street from 82d Avenue to 122d Avenue, and from the statements in the paper I assume this part of the Banfield Expressway will not be open for traffic for several years.

When you are ready to open it up we would like to have the changes made to this bridge, and it would seem to me that if you would include the extra lane which we would place on the north side, in your contract for the work that you will do over the Banfield Expressway, it could be done more economically now and we would be glad to pay for the extra cost.

Yours very truly,

Geo W Buck

GEO. W. BUCK
Roadmaster

GWB/sw

REFERRED TO
Williams
Dy State Highway Engineer
Please see me

RECEIVED
JJ MAR 9 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
2115 S. E. MORRISON ST.
PORTLAND 15, OREGON

GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

BR 8441

March 5, 1953

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Halsey Street Overcrossing of
Union Pacific Tracks (Bridge No. 2142-a)

We have your letter of February 24th regarding the future development of N. E. Halsey Street from 82d Avenue to 122d Avenue, and from the statements in the paper I assume this part of the Banfield Expressway will not be open for traffic for several years.

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Yours very truly,

Geo W Buck

GEO. W. BUCK
Roadmaster

GWB/sw

REFERRED TO
Williams
To State Highway Engineer
Plan [illegible]

RECEIVED
MAR 9 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
1953
FOR FILING

Mr. Williams

4028

February 24, 1953

Mr. George Buck
County Roadmaster
Multnomah County
Courthouse
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: Halsey Street Overcrossing of Union
Pacific Tracks (Bridge No. 2142-A)

Under date of January 16, you wrote Mr. A. G. Skelton detailing your plans for the future development of N. E. Halsey Street between N. E. [illegible]2nd Avenue and N. E. 122nd Avenue. Our plans for the rebuilding of this structure to carry the Banfield Expressway have been completed. We can, however, make changes to the steel girders which carry Halsey Street over the Banfield Expressway so that it will be practical to widen the structure for an additional lane on the north by adding an additional girder and attaching the inboard support to the northerly of the girders which we are placing at this time. This would effect considerable saving in the widening of the structure when you go ahead with your plan.

The work under our present project includes the replacement of the existing structure from the east pier of the span crossing the railroad to the easterly end of the structure. Except for the steel span referred to above, this widening can be done without disturbing the main supporting members of the concrete viaduct portions of the structure, and, since the widening would be independent of the present structure, no special provisions are necessary.

We understand that your plan contemplates a widening of 12 feet with a 3-foot sidewalk extending beyond the widened portion. Our reinforcement of the steel girder will be based upon these dimensions.

We will be glad to have any comment you may have to offer on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm

cc G. S. Paxson
H. G. Smith
A. G. Skelton
I. D. Merchant

No. 4028
By [illegible]

ASSIGNMENT

Date: **February 20, 1953**

Description: **Letter of January 16 by George W. Buck, County Roadmaster of Multnomah County and Mr. Skelton's letter of January 20 re widening N. E. Halsey Street , involving widening of RR crossing**

Acknowledged by _____ Referred to ___**Paxson** ✓________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

Assignment executed 2-24-53 Report received ________

Remarks: **Please take this up with Buck or Northrup.**
**WCW**

---

NT

I am enclosing herewith letter dated January 16th from Geo. W. Buck, County Roadmaster of Multnomah County, advising of the county's plan to widen N. E. Halsey Street to four lanes between N. E. 102nd Avenue and N. E. 122nd Avenue, and to widen Halsey to three lanes, the additional lane to be on the south side from the east end of the Halsey Street Bridge over the Banfield Expressway and the Union Pacific tracks. You will also note that they plan later to construct another lane on the north side of Halsey from 102nd Avenue to N. E. 82nd Avenue, which will require the widening of the existing Halsey Street Bridge 12 feet on the north side.

This information was passed on to Mr. G. S. Paxson at the time Paul Northrup, Assistant County Roadmaster, advised us of this proposal. The enclosed letter is a confirmation of this verbal request.

We can make provision to fit the additional lane of widening on the south side of Halsey Street from the eastbound connection from the Banfield Expressway without any difficulty.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: G. S. Paxson
H. G. Smith

RECEIVED
FEB 2[illegible] 53
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-30 37,000 4-52 [illegible]

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 20th, 1953

**SUBJECT:**

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am enclosing herewith letter dated January 16th from Geo. W. Buck, County Roadmaster of Multnomah County, advising of the county's plan to widen N. E. Halsey Street to four lanes between N. E. 102nd Avenue and N. E. 122nd Avenue, and to widen Halsey to three lanes, the additional lane to be on the south side from the east end of the Halsey Street Bridge over the Banfield Expressway and the Union Pacific tracks. You will also note that they plan later to construct another lane on the north side of Halsey from 102nd Avenue to N. E. 82nd Avenue, which will require the widening of the existing Halsey Street Bridge 12 feet on the north side.

This information was passed on to Mr. G. S. Paxson at the time Paul Northrup, Assistant County Roadmaster, advised us of this proposal. The enclosed letter is a confirmation of this verbal request.

We can make provision to fit the additional lane of widening on the south side of Halsey Street from the eastbound connection from the Banfield Expressway without any difficulty.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: G. S. Paxson
H. G. Smith

RECEIVED
FEB 24 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
601 COURTHOUSE
PORTLAND, OREGON

January 16, 1953

[illegible]
A. G. [illegible]

Mr. A. G. Skelton
Division Engineer
State of Oregon
P. O. Box 4644
Portland 2, Oregon

Dear Sir:

Recent traffic surveys show that N. E. Halsey Street in the vicinity of N. E. 109th. Ave. carries 7,280 cars in a 24 hour period.

We, therefore, plan to widen N. E. Halsey Street to four lanes between N. E. 102nd. Ave. and N. E. 122nd. Ave. and to three lanes from the approach of the Banfield Expressway in the vicinity of N. E. 99th. Ave. to N. E. 102nd. Ave. Later we plan to construct one additional lane on the north side of N. E. Halsey St. from N. E. 82nd. Ave. to N. E. 102nd. Ave. This will involve the widening of the railroad crossing of the Union Pacific and the shifting of the curve approaching N. E. Halsey St. eastbound.

We request that, if possible, you take this into consideration during the planning stage.

Yours truly,

Geo W Buck

GEO. W. BUCK
Roadmaster

PCN;nc

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JAN 20 1952
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
File
FOR FILING
OREGON DISTRICT
Const
Fed Aid
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project UI-323(3), 92nd Ave.-122nd Ave. Section (Halsey Street Undercrossing) of the T. H. Banfield Expressway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

F-147(11) Brothers-Hampton Sec., 1953
Central Oregon Hwy.
#4067

RECEIVED
APR 7 1955

FOR FILING

F - 147 (11)
BF - 148 (15)
H 9 - 1

R. H. Baldock

April 5th, 1955

# FINAL COST ANALYSIS

Grade Widening & Paving

Brothers-Hampton Section
Contract #4067

Central Oregon Highway
Prefix 9-1034 F-147(11) BF-148(15)

Warren Northwest Co., Contractor
H. S. Cox, Resident Engineer

NOTED
State Highway Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Struct. Excavation | 37.78 | Cu. Yd. | $2.00 | $1.86 | $ 71.01 | $ 75.56 |
| *Borrow " | 28,632 | " " | 0.30 | 0.24 | 6,853.80 | 8,589.60 |
| *Truck Haul on Borrow | 18,568 | Yd. Mi. | 0.14 | 0.12 | 2,188.54 | 2,599.52 |
| *Blade Grader | 151.5 | Hour | 9.00 | 6.53 | 989.68 | 1,363.50 |
| *12" Conc. Culv. Pipe | 30 | Lin. Ft. | 3.00 | 2.70 | 80.95 | 90.00 |
| *18" " " " | 33 | " " | 6.00 | 4.64 | 152.99 | 198.00 |
| *18" Corr. Metal Pipe | 274 | " " | 5.00 | 4.12 | 1,129.87 | 1,370.00 |
| *24" " " " | 52 | " " | 7.00 | 6.26 | 325.59 | 364.00 |
| Asphaltic Concrete Mixture | 34,307.135 | Ton | 4.00 | 3.51 | 120,582.60 | 137,228.54 |
| 86-100 Asphalt in Mixture | 5,520.6 | " | 33.00 | 31.85 | 175,842.99 | 182,179.80 |
| 1¼"-0" Cr. Cinders in Shoulders | 22,717 | Cu. Yd. | 1.60 | 1.35 | 30,695.37 | 36,347.20 |
| Aggregate in Shoulder Oiling | 5,731 | " " | 3.25 | 2.34 | 13,413.20 | 18,625.75 |
| 150-200 Asphalt in Shoulder Oiling | 567.74 | Ton | 40.00 | 36.78 | 20,879.28 | 22,709.60 |
| 3/4"-½" Cr. Cinders in Stockpile | 4,883.3 | Cu. Yd. | 1.00 | 0.94 | 4,584.82 | 4,883.30 |
| ½"-¼" Cr. Cinders in Stockpile | 2,560.2 | " " | 1.00 | 0.94 | 2,432.16 | 2,560.20 |
| ¼"-#10 Cr. Cinders in Stockpile | 2,981.4 | " " | 1.00 | 0.94 | 2,885.56 | 2,981.40 |
| Hauling Cr. Cinders, Pile Measure | 45,160.6 | Yd. Mi. | 0.10 | 0.097 | 4,402.05 | 4,516.06 |
| PA #1, Furn. & Install Sight Posts | 545 | Each | 2.50 | 1.91 | 1,042.76 | 1,362.50 |
| PA #2, Purchase Excess Cr. Cinders in Stockpile | 746.70 | Cu. Yd. | 1.00 | 0.94 | 701.90 | 746.70 |

1.

RECEIVED
APR 7 1955

FOR FILING

R. H. Baldock

April 5tn, 1955

FINAL COST ANALYSIS
Grade Widening & Paving

Brothers-Hampton Section
Contract #4067

Central Oregon Highway
Prefix 9-1034 F-147(11) BF-148(15)

F--147 (11)
BFI - 148 (15)
H 9 - 1

Warren Northwest Co., Contractor
H. S. Cox, Resident Engineer

NOTED
State Highway Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Struct. Excavation | 37.78 | Cu. Yd. | $2.00 | $1.86 | $ 71.01 | $ 75.56 |
| *Borrow " | 28,632 | " " | 0.30 | 0.24 | 6,853.80 | 8,589.60 |
| *Truck Haul on Borrow | 18,568 | Yd. Mi. | 0.14 | 0.12 | 2,188.54 | 2,599.52 |
| *Blade Grader | 151.5 | Hour | 9.00 | 6.53 | 989.68 | 1,363.50 |
| *12" Conc. Culv. Pipe | 30 | Lin. Ft. | 3.00 | 2.70 | 80.95 | 90.00 |
| *18" " " " | 33 | " " | 6.00 | 4.64 | 152.99 | 198.00 |
| *18" Corr. Metal Pipe | 274 | " " | 5.00 | 4.12 | 1,129.87 | 1,370.00 |
| *24" " " " | 52 | " " | 7.00 | 6.26 | 325.59 | 364.00 |
| Asphaltic Concrete Mixture | 34,307.135 | Ton | 4.00 | 3.51 | 120,582.60 | 137,228.54 |
| 86-100 Asphalt in Mixture | 5,520.6 | " | 33.00 | 31.85 | 175,842.99 | 182,179.80 |
| 1¼"-0" Cr. Cinders in Shoulders | 22,717 | Cu. Yd. | 1.60 | 1.35 | 30,695.37 | 36,347.20 |
| Aggregate in Shoulder Oiling | 5,731 | " " | 3.25 | 2.34 | 13,413.20 | 18,625.75 |
| 150-200 Asphalt in Shoulder Oiling | 567.74 | Ton | 40.00 | 36.78 | 20,879.28 | 22,709.60 |
| 3/4"-½" Cr. Cinders in Stockpile | 4,883.3 | Cu. Yd. | 1.00 | 0.94 | 4,584.82 | 4,883.30 |
| ½"-¼" Cr. Cinders in Stockpile | 2,560.2 | " " | 1.00 | 0.94 | 2,432.16 | 2,560.20 |
| ¼"-#10 Cr. Cinders in Stockpile | 2,981.4 | " " | 1.00 | 0.94 | 2,885.56 | 2,981.40 |
| Hauling Cr. Cinders, Pile Measure | 45,160.6 | Yd. Mi. | 0.10 | 0.097 | 4,402.05 | 4,516.06 |
| PA #1, Furn. & Install Sight Posts | 545 | Each | 2.50 | 1.91 | 1,042.76 | 1,362.50 |
| PA #2, Purchase Excess Cr. Cinders in Stockpile | 746.70 | Cu. Yd. | 1.00 | 0.94 | 701.90 | 746.70 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA #2, Purchase Excess ½"-¼" Cr. Cinders in Stockpile | 122.60 | Cu. Yd. | $1.00 | $0.94 | $ 115.24 | $ 122.60 |
| PA #2, Hauling Excess Cr. Cinders | 2,173.25 | Yd. Mi. | 0.10 | 0.097 | 210.81 | 217.33 |
| | | | | | $389,581.17 | $429,131.16 |

| | Gross Revenue | Total Cost | Profit | % of Profit |
|---|---|---|---|---|
| Warren Northwest | $414,480.98 | $377,788.74 | $36,692.24 | 8.8% |
| *Anliker & Robinson | 14,650.18 | 11,792.43 | 2,857.75 | 19.5% |
| | $429,131.16 | $389,581.17 | $39,549.99 | 9.2% |

Brothers-Hampton Section
Contract #4067
Detail of Cost

Labor:

| | | |
|---|---|---|
| Labor | $ 73,300.00 | |
| Labor Insurance | 4,818.14 | |
| Welfare Insurance | 1,080.19 | |
| | | $ 79,198.33 |

Materials:

| | | | | | | |
|---|---|---|---|---|---|---|
| 12" Conc. Culvert Pipe | 30 | Lin. Ft. | at | $1.81 | $ 54.30 | |
| 18" " " " | 33 | " " | " | 3.58 | 118.14 | |
| 18" Corr. Metal Pipe | 274 | " " | " | 2.74 | 750.76 | |
| 18" " " Bands | 51 | Each | " | 2.70 | 137.70 | |
| 24" " " Pipe | 52 | Lin. Ft. | " | 4.40 | 228.80 | |
| 24" " " Bands | 8 | Each | " | 4.20 | 33.60 | |
| Cement for Grouting | | | | | 1.70 | |
| 86-100 Asphalt Incl. Freight | 5,520.6 | Ton | " | 31.55 | 174,174.93 | |
| 151-200 Asphalt Including Freight | 567.74 | " | " | 31.55 | 17,912.20 | |
| Metal Sight Posts | 545 | Each | " | 1.20 | 654.00 | |
| | | | | | | 194,066.13 |

Equipment Rentals & Misc. Supplies:

| | | |
|---|---|---|
| Equipment Rental (Owned) | $ 58,071.50 | |
| " " (Hired) | 15,627.20 | |
| Gas, Oil & Grease | 12,189.45 | |
| Heating Oil | 5,181.57 | |
| Bond | 2,602.79 | |
| P.U.C. | 265.75 | |
| P.L. & P.D. Insurance | 919.82 | |
| Small Tools & Misc. Supplies | 1,480.40 | |
| Move In, Freight & Cartage | 3,503.29 | |
| General Overhead | 16,474.94 | |
| | | 116,316.71 |

Total Cost.......................... $389,581.17

Brothers-Hampton Section
Contract #4067

Detail of Cost
Warren Northwest

| | | | |
|---|---|---|---|
| **Labor:** | | | |
| Labor | | $ 69,723.76 | |
| Labor Insurance | | 4,532.04 | |
| Welfare Insurance | | 1,080.19 | |
| | | | $ 75,335.99 |
| **Materials:** | | | |
| 86-100 Asphalt Including Freight | 5,520.6 Ton at $31.55 | $174,174.93 | |
| 150-200 Asphalt Including Freight | 567.74 " " 31.55 | 17,912.20 | |
| Metal Sight Posts | 545 Each " 1.20 | 654.00 | |
| | | | 192,741.13 |
| **Equipment Rental & Misc. Supplies:** | | | |
| Equipment Rental (Owned) | | $ 52,988.25 | |
| " " (Hired) | | 15,627.20 | |
| Gas, Oil & Grease | | 11,320.68 | |
| Small Tools & Misc. Supplies | | 1,425.00 | |
| Move In, Freight & Cartage | | 3,503.29 | |
| Heating Oil | | 5,181.57 | |
| Bond | | 2,492.91 | |
| P.U.C. | | 265.75 | |
| P.L. & P.D. Insurance | | 871.55 | |
| General Overhead | | 16,035.42 | |
| | | | 109,711.62 |
| | | | $377,788.74 |

Brothers-Hampton Section
Grade Widening & Paving

Detail of Cost
Jack Robinson

Labor:

| | | |
|---|---|---|
| Labor | $3,576.24 | |
| Labor Insurance | 286.10 | $ 3,862.34 |

Materials:

| | | | | | |
|---|---|---|---|---|---|
| 12" Conc. Culv. Pipe | 30 | Lin. Ft. at | $1.81 | $ 54.30 | |
| 18" " " " | 33 | " " " | 3.58 | 118.14 | |
| 18" Corr. Metal Pipe | 274 | " " " | 2.74 | 750.76 | |
| 18" " " Bands | 51 | Each " | 2.70 | 137.70 | |
| 24" " " Pipe | 52 | Lin. Ft. " | 4.40 | 228.80 | |
| 24" " " Bands | 8 | Each " | 4.20 | 33.60 | |
| Cement for Grouting | | | | 1.70 | 1,325.00 |

Equipment Rentals & Misc. Supplies:

| | | |
|---|---|---|
| Equipment Rental | $5,083.25 | |
| Gas, Oil & Grease | 868.77 | |
| Bond | 109.88 | |
| Small Tools & Misc. Supplies | 55.40 | |
| P.L. & P.D. Insurance | 48.27 | |
| Home Office & General Overhead | 439.52 | 6,605.09 |
| | | $11,792.43 |

## Brothers-Hampton Section
## Contract #4067

### Cost of Asphaltic Concrete Pavement

| | Amount | Tons | Unit Cost Per Ton |
|---|---|---|---|
| Move In & Set Up | $ 3,503.02 | 34,307.135 | $0.102 |
| Feed Plant | 6,106.68 | " | 0.178 |
| Heat & Mix | 33,502.28 | " | 0.971 |
| Haul to Road (9 Mile Av.) | 31,601.97 | " | 0.921 |
| Street Work | 18,868.93 | " | 0.551 |
| Cost of Aggregate | 21,990.88 | " | 0.641 |
| Supervision & Overhead | 5,008.84 | " | 0.146 |
| | $120,582.60 | 34,307.135 | $3.51 |
| Asphalt (Bid Separately) | 175,842.99 | " | 5.13 |
| Total Cost | $296,425.59 | 34,307.135 | $8.64 |

Brothers-Hampton Section
Contract #4067

Remarks:

This was a "Federal Aid Project" calling for the grade widening and paving of 20.5 miles of highway roadbed on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County.

The project was bid and awarded December 10th, 1953; work started December 21st, 1953, and the project was completed October 22nd, 1954.

Anliker & Robinson, grading contractors, performed the excavation, grader work and the installation of the culvert pipe at bid prices, and the work progressed very satisfactorily, realizing a good profit.

The contractors moved in and set up their three-crusher rock crushing plant at a cinder deposit designated by the State located approximately 2.5 miles northerly from the highway at M.P. 47.33 July 22nd, 1954, started crushing August 2nd, 1954, and completed the crushing September 19th, 1954. Approximately 75,031 cu. yd. of cinders was crushed in 560 hours, for an average of 134 cu. yd. per hour, which was good production.

A 4,000# batch paving plant was moved in and set up at the cinder deposit, and paving was started August 11th, 1954, and completed September 10th, 1954. A total of 34,307 tons of asphaltic concrete mixture was laid in 245 hours, for an average of 140 tons per hour. The asphaltic concrete mixture was hauled to the road with an average of fifteen 8 cu. yd. trucks and handled on the road with a Barber-Greene paver and two rollers.

The 1¼"-0" cinders used in the shoulders were hauled with an average of twelve 8 cu. yd. trucks and handled on the road with two blades and two rollers.

The shoulder oiling was done with one distributor and one transport. The aggregate used in the shoulder oiling was hauled to the road with ten 8 cu. yd. trucks and handled on the shoulders with blade and roller.

The metal sight posts were installed by three men using a 105 cu. ft. air compressor, one truck and a pickup truck.

The contractor had good bid prices, good equipment and supervision, realizing a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
JAN 20 1955
FOR FILING

F-147 (11)
BFI-148 (11)
4067

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4067 | 8-Final | Warren Northwest, Inc. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 183 | [illegible]6 | $ 12,872.22 | 1-11-55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Oct. 22, 1954 without penalty

Completion Date: Oct. 22, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

gl

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 24 1954
FOR FILING

F-147 (11)
BFI-148 (15)
4-17

December 24, 1954

REGISTERED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4067 for work performed on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County was completed by the contractor, Warren Northwest, Inc., on October 22, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $12,873.22 will be released to the contractor on or after January 3, 1955. The total contract amount is $429,131.16, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robt. F. Wallace, Manager
320 California Street
San Francisco 4, California

NOTED ON CARD
dc

7

RECEIVED
DEC 17 1954
FOR FILING

[illegible] (11)
[illegible] (13)

December 15, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to October 31, 1954 within which to complete your contract No. 4067, covering the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County.

We are pleased to inform you that the State Highway Commission granted your request to October 22, 1954, the completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. [illegible] Walker,
Division Engineer

[illegible],
Resident Engineer

[illegible] Smith,
Construction Engineer

RECEIVED
NOV 23 1954
FOR FILING

[illegible]
[illegible]
4067

November 23, 1954

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4067, for grade widening and paving on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County. This payment in the amount of $26,756.16 will be released to the contractor on or after December 3, 1954. The retained percentage is in the amount of $12,873.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
11-23-54

RECEIVED
NOV 23 1954
FOR FILING

F-147 (11)
FI-5-148 (15)
4067

November 22, 1954

Oregon State Highway Commission

Request for extension of time
No. 17
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Brothers-Hampton Section, Contract No. 4067, from September 30, 1954 to October 31, 1954.

Due to the State changing some quarry sites on another contract, the contractor was unable to release his crushing plant as anticipated on this contract. After starting the project he prosecuted it in an excellent manner and accomplished the work with little delay to the traveling public.

The contract was completed on October 22, 1954, and I recommend that the extension be granted to that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 4 1954
FOR FILING

F-147 (11)
BFI-148 (15)
4067

November 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Brothers-Hampton Contract No. 4067, Oregon F-147 (11), and BFI-148 (15), from September 30, 1954 to October 22, 1954 to Warren Northwest, Inc.

Due to the State changing some quarry sites on another job, the contractor was unable to release his crushing plant as early as anticipated on this contract. After starting the project he prosecuted it in an excellent manner and accomplished the work with little delay to the traveling public.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 30, 1954, 19

Section Brothers - Hampton

Kind of work Grade Widening & Paving

Highway Central Oregon

Section prefix 9-1034

Contractor Warren Northwest Inc.

Contract number 4067

Date of contract Dec. 10, 1953, 19

Date of completion Sept. 30, 1954, 19

Date work started Dec. 21, 1953, 19

Estimated date of completion Oct. 30, 1954, 19

Amount of contract $ 437,026.98

Per cent of time elapsed 109.6 %

Estimated cost of completed project, exclusive of engineering $437,026.98

Per cent of contract completed, based on total contract price 98.18 %

Engineering cost to date $ 11,300.00, 32.5 %

Date project was completed 10 - 22, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Only work that has been done on this project this week has been a little engineering work. All work is now complete except the removal of one bunker belonging to Warren's.

Mr Widdows has been notified that the sight posts are ready for painting.

Semi-final on this project will be submitted by the 5th of next month.

As all work is complete weekly reports will be discontinued.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

RECEIVED
NOV 1 1954
CONS[illegible]

Signed

Address Box 151 Bend

Mail original copy to Salem ~~and duplicate copy~~ to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 20.5 | 20.5 |  | 20.5 | 20.5 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 20.5 | 20.5 |  | 20.5 | 20.5 |
| Total estimated quantities | 28,632 | 22,717 | 10,424.9 | 5731 | 34,307.135 |
| Estimated quantities moved or placed to date | Same | Same | Same | Same | Same |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | none |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday | Fair all | week |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

State Printing

RECEIVED
OCT 27 1954
FOR FILING

F-147 (11)
[illegible]-148 (15)
[illegible]

October 25, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1954 on Contract No. 4067, Brothers-Hampton Section, in Deschutes County, in connection with Federal Aid Project No. F-147 (11); ER-148 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall
DBP:bb

Form PR 2 (Revised 1950)

1142

State Oregon

Federal Aid Bond Issue

Project No. BF-148(15)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 12th day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eight thousand and 00/100 dollars ($108,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

| Authorized by Chapter<br>act of legislature by which authorized) | Oregon Laws | Amount | Date of Issue | (Include date and citation of<br>Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2882+00 in Section 24, T. 21 S., R. 19 E., W.M., and survey station 3294+94.3 in Section 7, T. 22 S., R. 21 E., W.M., without exception, length 7.821 miles, in Deschutes County, being Oregon Federal Aid / Bond Issue project No. BF-148(15), consisting of 7.821 miles of roadway and no bridges, of more than 20 feet clear span,

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eight thousand and 00/100 dollars ($108,000.00), which does not exceed the authorized Federal pro rata share of one hundred seventy-five thousand, two hundred sixty-five and 20/100 dollars ($175,265.20), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Name of State Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer, Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 10—11379-5

A4.62

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FEB 19 1954

Oregon State Highway Department

Federal Aid Project
No. F-148 (15)

## EAST UNIT, BROTHERS-HAMPTON SECTION
## OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

Type Code 62CL
Roadway (Sta. 2882+00 to Sta. 3294+94.3) (Contract No. 4067)

| | | | | |
|---|---|---|---|---|
| 50 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | $ 100.00 |
| 12,500 | cu. yds. | Borrow Excavation, Unclassified | 0.30 | 3,750.00 |
| 17,500 | yd. mi. | Truck Haul on Borrow | 0.14 | 2,450.00 |
| 40 | hrs. | Blade Grader | 9.00 | 360.00 |
| 6 | lin. ft. | 18-inch Concrete Pipe | 6.00 | 36.00 |
| 120 | lin. ft. | 18-inch Corrugated Metal Pipe | 5.00 | 600.00 |
| 48 | lin. ft. | 24-inch Corrugated Metal Pipe | 7.00 | 336.00 |
| 13,700 | tons | Asphaltic Concrete Mixture | 4.00 | 54,800.00 |
| 2,000 | tons | 86-100 Asphalt in Mixture | 33.00 | 66,000.00 |
| 70 | tons | 200-300 Asphalt in Pavement Seal | 40.00 | 2,800.00 |
| 550 | cu. yds. | Aggregates in Pavement Seal | 3.50 | 1,925.00 |
| 8,000 | cu. yds. | 1½" - 0 Crushed Cinders in Shoulders | 1.60 | 12,800.00 |
| 1,900 | cu. yds. | Aggregate in Shoulder Oiling | 3.25 | 6,175.00 |
| 140 | tons | 150-200 Asphalt in Shoulder Oiling | 40.00 | 5,600.00 |
| 40 | tons | 200-300 Asphalt in Shoulder Oiling | 40.00 | 1,600.00 |
| | | | Subtotal | $159,332.00 |
| | | | 10% Engr. & Cont. | 15,933.20 |
| | | | Total | $175,265.20 |

Length of Roadway 7.821 Mile
Cost of Roadway per Mile $22,409.56

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - $108,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - 67,265.20

$175,265.20

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. DF-148 (15)

## EAST UNIT, BROTHERS-HAMPTON SECTION
## OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; November 17, 1953

Type Code 6201
Roadway (Sta. 2882+00 to Sta. 3294+94.1)

| | | | | |
|---|---|---|---|---|
| 50 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 150.00 |
| 12,500 | cu. yds. | Borrow Excavation, Unclassified | 0.35 | 4,375.00 |
| 17,500 | yd. mi. | Truck Haul on Borrow | 0.14 | 2,450.00 |
| 40 | hrs. | Blade Grader | 10.00 | 400.00 |
| 6 | lin. ft. | 18-inch Concrete Pipe | 4.50 | 27.00 |
| 120 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.75 | 570.00 |
| 48 | lin. ft. | 24-inch Corrugated Metal Pipe | 6.00 | 288.00 |
| 13,700 | tons | Asphaltic Concrete Mixture | 4.25 | 58,225.00 |
| 2,000 | tons | 86-100 Asphalt in Mixture | 33.00 | 66,000.00 |
| 70 | tons | 200-300 Asphalt in Pavement Seal | 42.00 | 2,940.00 |
| 550 | cu. yds. | Aggregates in Pavement Seal | 4.00 | 2,200.00 |
| 8,000 | cu. yds. | 1¼" - 0 Crushed Cinders in Shoulders | 1.75 | 14,000.00 |
| 1,900 | cu. yds. | Aggregate in Shoulder Oiling | 3.25 | 6,175.00 |
| 140 | tons | 150-200 Asphalt in Shoulder Oiling | 42.00 | 5,880.00 |
| 40 | tons | 200-300 Asphalt in Shoulder Oiling | 42.00 | 1,680.00 |
| | | | Subtotal | $165,360.00 |
| | | | 10% Engr. & Cont. | 16,536.00 |
| | | | Total | $181,896.00 |

Length of Roadway- - - - - - - - - - - - - - - - - - - - - - - - 7.821 Miles
Cost of Roadway per Mile - - - - - - - - - - - - - - - - - - - - $23,257.38

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - $112,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - 69,896.00

$181,896.00

Form PR 8 (Revised 1950)

Crns - 1163

State Oregon

Project No. F-147(11)

Federal Aid

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of September, 1953, a program, which was approved on the 23rd day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended~~ approved for approval by the District Engineer of the Bureau of Public Roads on the 25th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-six thousand and 00/100 dollars ($176,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of

Chapter 529, Laws 1939.

act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2214+02 in the SE 1/4, Section 19, T. 20 S., R. 18 E., W.M., and survey station 2882+00 in the SE 1/4, Section 24, T. 21 S., R. 19 E., W.M., without exception,

, length 12.679 miles, in Deschutes County, being Oregon Federal Aid project No. F-147(11), consisting of 12.679 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-six thousand and 00/100 dollars ($176,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-three thousand, nine hundred seventy-two and 15/100 dollars ($283,972.15), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

[illegible] ENGINEER

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—11379-8 A4.62

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APR 2 - 1954
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. F-147 (11)

## WEST UNIT, BROTHERS-HAMPTON SECTION
## OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 21, 1954

Type Code 6201
Roadway (Sta. 2214+02 to Sta. 2882+00) (Contract No. 4067)

| | | | |
|---|---|---|---|
| 60 cu. yds. | Structural Excavation, Unclassified | $ 2.00 | $ 120.00 |
| 20,500 cu. yds. | Borrow Excavation, Unclassified | 0.30 | 6,150.00 |
| 28,500 yd. mi. | Truck Haul on Borrow | 0.14 | 3,990.00 |
| 60 hours | Blade Grader | 9.00 | 540.00 |
| 60 lin. ft. | 12-inch Concrete Pipe | 3.00 | 180.00 |
| 180 lin. ft. | 18-inch Corrugated Metal Pipe | 5.00 | 900.00 |
| 2 lin. ft. | 24-inch Corrugated Metal Pipe | 7.00 | 14.00 |
| 22,300 tons | Asphaltic Concrete Mixture | 4.00 | 89,200.00 |
| 3,200 tons | 86-100 Asphalt in Mixture | 33.00 | 105,600.00 |
| 150 tons | 200-300 Asphalt in Pavement Seal | 40.00 | 6,000.00 |
| 900 cu. yds. | Aggregate in Pavement Seal | 3.50 | 3,150.00 |
| 13,000 cu. yds. | 1¼" - 0 Crushed Cinders in Shoulders | 1.60 | 20,800.00 |
| 3,050 cu. yds. | Aggregates in Shoulder Oiling | 3.25 | 9,912.50 |
| 230 tons | 150-200 Asphalt in Shoulder Oiling | 40.00 | 9,200.00 |
| 60 tons | 200-300 Asphalt in Shoulder Oiling | 40.00 | 2,400.00 |
| | | Subtotal | $258,156.50 |
| | | 10% Engr. & Cont. | 25,815.65 |
| | | Total | $283,972.15 |

| | |
|---|---|
| Length of Roadway | 12.679 Miles |
| Cost of Roadway per Mile | $22,397.04 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 176,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - | 107,972.15 |
| | $283,972.15 |

State Funds For Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Project
No. F-147 (11)

## WEST UNIT, BROTHERS-HAMPTON SECTION

## OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; November 17, 1953

Type Code 6201
Roadway (Sta. 2214+02 to Sta. 2882+00)

| | | | | |
|---|---|---|---|---|
| 60 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 180.00 |
| 20,500 | cu. yds. | Borrow Excavation, Unclassified | 0.35 | 7,175.00 |
| 28,500 | yd. mi. | Truck Haul on Borrow | 0.14 | 3,990.00 |
| 60 | hrs. | Blade Grader | 10.00 | 600.00 |
| 60 | lin. ft. | 12-inch Concrete Pipe | 2.50 | 150.00 |
| 180 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.75 | 855.00 |
| 2 | lin. ft. | 24-inch Corrugated Metal Pipe | 6.00 | 12.00 |
| 22,300 | tons | Asphaltic Concrete Mixture | 4.25 | 94,775.00 |
| 3,200 | tons | 86-100 Asphalt in Mixture | 33.00 | 105,600.00 |
| 150 | tons | 200-300 Asphalt in Pavement Seal | 42.00 | 6,300.00 |
| 900 | cu. yds. | Aggregate in Pavement Seal | 4.00 | 3,600.00 |
| 13,000 | cu. yds. | 1¾" - 0 Crushed Cinders in Shoulders | 1.75 | 22,750.00 |
| 3,050 | cu. yds. | Aggregates in Shoulder Oiling | 3.25 | 9,912.50 |
| 230 | tons | 150-200 Asphalt in Shoulder Oiling | 42.00 | 9,660.00 |
| 60 | tons | 200-300 Asphalt in Shoulder Oiling | 42.00 | 2,520.00 |
| | | | Subtotal | $268,079.50 |
| | | | 10% Engr. & Cont. | 26,807.95 |
| | | | Total | $294,887.45 |

| | |
|---|---|
| Length of Roadway | 12.679 miles |
| Cost of Roadway per Mile | $23,257.94 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - | $180,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 114,887.45 |
| | $294,887.45 |

F-147 (11)
FORM E-90 25M 9-51 52516
BFI-148 (15)
" 7

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1954

To:
Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Anliker and Robinson and Warren Northwest, Inc. covering Items 1 to 3 and 5 to 8, inclusive, on the Brothers-Hampton Contract No. 4067, Oregon F-147 (11) and BFI-148 (15), is approved and you may so inform the interested parties.

Three copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-147(11)

January 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for your record our previous verbal notification that the November 10, 1953 request for approval of individual project program change, Item No. 148, Project F-147(11), Federal-aid Primary Highway Program, Supplement No. 13, was approved effective November 17, 1953.

Our record does not indicate previous written confirmation of this action.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

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DEC 31 1953
FOR FILING

F-147(11)
FI-148(15)
[illegible]

December 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 21, 1953 on Contract No. 4067, Brothers-Hampton Section in Deschutes County, in connection with Federal Aid Project No. F-147 (11), BFI-148 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WCW:tp

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FOR FILING

[illegible]
[illegible]
[illegible]

December 14, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4067 for 20.5 miles of grade widening and paving on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County. This award was based on your bid of $432,188.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-147(11)
EF1-145(.)
4067

December 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4067 for Oregon Project F-147(11), West Unit, Brothers-Hampton Section of the Central Oregon Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the total amount of $432,188.50 for this project and Project BF-148(15) at the December 10, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT F-147(11)
BF-148(15)
4067

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4067 for Oregon Project BF-148(15), East Unit, Brothers-Hampton Section of the Central Oregon Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the total amount of $432,188.50 for this project and Project F-147(11) at the December 10, 1953 bid opening.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

F-111(11)
RF1-148(15)
4067

December 8, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on December 10, 1953, as follows:

Contract No. 4067, for grade widening and paving on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County.

Contract No. 4070, for grading and paving on the Mill City-Niagara Section of the North Santiam Highway in Marion County.

A copy of each of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED

F-147(11)
EF/ OREGON DISTRICT 148(15)
4067

BF-147(11)
148( )

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

November 9, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The proposal made in your recent letter relative to payment of borrow by truck measurement on the Brothers-Hampton Section of the Central Oregon Highway, Projects BF-147(11) and F-148(11), meets with our approval.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Copy sent to
Mr. Probert

RECEIVED
NOV 5 1953
FOR FILING

Const
Fed. Aid
[illegible]

8(15)

November 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Brothers-Hampton Project, F-147 (11) and BF-148 (15), for which bids are to be received in December, the existing roadbed is of "turnpike" cross-section throughout. The widening of this roadbed is to be accomplished by placing borrowed embankment materials on the inside slope of the existing side ditches. No roadbed excavation is required.

The borrow materials (about 30,000 yards) are to be obtained from some five or more borrow areas outside of the highway right of way.

Payment for the borrow excavation and haul on an "excavation in original position" basis would require cross-section measurement not only of the five borrow pits but of some 20 miles of roadbed. The quantity involved is not, in our opinion, sufficient to justify this amount of cross-section work. We propose, therefore, to specify payment on a "measurement in truck" basis with haul to be paid for on a "yard-mile" basis.

May we have your approval of such specification.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

15-1606 Central Point Traffic Signals. 194

4263

RECEIVED
FOR FILING
15-1606
4068

OREGON STATE HIGHWAY DEPARTMENT
(date)
~~Sep. 21, 1954~~

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4068 | 2-final | STEECK ELEC. CO. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 19297 | R-104439 | $ 589.48 | 9/20/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 31, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

W.B.
This amt. was held pending receipt of $44 18 which Co. owed us and which we rec'd today
Nick
OCT 11 1954

---

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
10-1-54

RECEIVED
SEP 10 1954
FOR FILING

September 9, 1954

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

State Highway Contract No. 4068 for installing a traffic signal on the Pacific Highway at Central Point in Jackson County was completed by the contractor, Steeck Electric Company, on July 31, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $569.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,062.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD
1-7-54.

RECEIVED
APR 26 1954
FOR FILING

[illegible]

[illegible]

April 23, 1954

Stecck Electric Company
117 North Stevens
Roseburg, Oregon

Gentlemen:

This is addressed to you with regard to Contract No. [illegible] for the installation of a traffic signal at the intersection of Front (US 99) and Pine Streets in Central Point. It has been indicated that you contemplated using semiactuated controller as manufactured by Crouse-Hinds Company. This office has only recently had an opportunity to inspect this particular controller and it was found that it does not meet the specifications as called for in the contract.

The Crouse-Hinds semiactuated controller does not meet specifications as specifically set down hereinafter:

1. On page 10 of the specifications, last paragraph under Operation of Pedestrian Interval Timers, it is prescribed that after each cycle of pedestrian interval timing the controller shall be free to return to normal operation.

2. On page 10, second paragraph under Construction of Pedestrian Interval Timers, it is stated that the pedestrian interval timer shall be plug connected to the remainder of the controller.

3. On page 12, third paragraph, it is prescribed that "actuation of the detector during the extendable portion shall cause the right of way to remain on that traffic phase for an additional unit of the extension to be timed from the moment of detector actuation." In the Crouse-Hinds controller the unit extension is added to all previous time. It may be stated that this particular feature is also covered in the Institute of Traffic Engineers Technical Report No. 3, "Traffic Actuated Signal Controllers and Detectors" (A.S.A. D-13.1-1950), in Paragraph 3.6 of Section IV.

RECEIVED
APR 26 1954
FOR FILING

[illegible]

4067

April 23, 1954

Steeck Electric Company
119 North Stevens
Roseburg, Oregon

Gentlemen:

This is addressed to you with regard to Contract No. 4068 for the installation of a traffic signal at the intersection of Front (US99) and Pine Streets in Central Point. It has been indicated that you contemplated using semiactuated controller as manufactured by Crouse-Hinds Company. This office has only recently had an opportunity to inspect this particular controller and it was found that it does not meet the specifications as called for in the contract.

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ECEI
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4. On page 12, last paragraph, it is stated - "It shall be possible to adjust the interval timing by means of accurately calibrated dials." The Crouse-Hinds controller does not provide a calibrated dial for the maximum interval adjustment. This particular feature is also covered in the previously mentioned Institute of Traffic Engineers Report No. 3, Paragraphs 8.1 and 8.2 of Section 1.

Failure of the Crouse-Hinds controller to meet specifications as stated above precludes its acceptance for installation in connection with the contract. In the light of circumstances, it is requested that you take immediate steps to incorporate an acceptable type of signal controller in order that the installation may be consummated and put in operation at the earliest possible date.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. Philip M. Oakley
Mr. Arden R. Pinkham, City Recorder, Central Point
Mr. Fred Waker, Crouse-Hinds Co., 212 N.W. 14th Ave., Portland

FBC:as fp

RECEIVED
JAN 12 1954
FOR FILING

15-1606

1368

January 12, 1954

Steeck Electric Company
119 North Stephens
Roseburg, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4068, which was awarded to you on December 10, 1953, for traffic signal installation in Central Point on the Pacific Highway in Jackson County.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 12 1954
FOR FILING

15-1606

4068

January 12, 1954

Steeck Electric Company
119 North Stephens
Roseburg, Oregon

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A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

[illegible]

4.17

December 14, 1953

Steeck Electric Co.
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4068 for installation of Central Point traffic signals on the Pacific Highway in Jackson County. This award was based on your bid of $2,997.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

RECEIVED
OC[illegible] 1953
FOR FILING

15-16

4065

[illegible] Point

3923
4101
4104
4459

October 6, 1953

Mr. Arden R. Pinkham
City Recorder
City Hall
Central Point, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Central Point covering the installation of traffic signals at the intersection of Front and Pine Streets in Central Point.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc. 1

RECEIVED
[illegible] 1953
FOR FILING

15-16[illegible]

4065

[illegible] Point

3923
4101
4104
4459

October 6, 1953

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City Recorder
City Hall
Central Point, Oregon

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Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc. 1

[illegible]

RECEIVED
OC [illegible] 1953
FOR FILING

[illegible]
Traffic
Lights

Central Point
4101
4104
4459

L. A. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto are four conformed copies of an agreement with the City of Central Point covering the installation of traffic signals at the intersection of Front and Pine Streets in Central Point.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Central Point.

Yours very truly,

Assistant Secretary

rn
Attach: 4

September 17, 1953

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

Dear Sir:

In your letter of September 15 you ask that we advise you of the approximate cost for maintenance of the traffic signal that is proposed for installation in Central Point.

The usual cost for electrical energy for a signal of this type runs about $10 per month, which would be $120 per year. For the maintenance of the signal, plus replacement of bulbs and checkups of the mechanism, the cost is usually quite low during the first year or two, but over a period of years this cost will average about $15 per month or $180 per year. Thus the resulting over-all maintenance cost should be computed as $300 per year.

For your information, we are planning to call for bids on the traffic signal in Central Point at the Highway Commission meeting on October 29 and 30, and the signal installation should be completed on or about January, 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

AUTHORIZED BY HIGHWAY COMMISSION
DATE Feb. 17. 1953 minute page 15
H B Glaisyer
Secretary

September 17, 1953

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

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For your information, we are planning to call for bids on the traffic signal in Central Point at the Highway Commission meeting on October 29 and 30, and the signal installation should be completed on or about January, 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

AUTHORIZED BY HIGHWAY COMMISSION
DATE Feb. 17. 1953 minute page 15
Secretary

REGULAR MEETING OF COUNCIL, FIRST MONDAY IN EACH MONTH

**City of Central Point**

CENTRAL POINT, OREGON

September 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Your letter of September 11th was presented to the City Council at their meeting on September 14th and the Council has agreed to paying the extra $150.00,(More if necessary) as the City's share of the cost of the proposed traffic light at Highway 99 and Pine Street in Central Point.

The possibility of an increase in cost had been considered when it was learned that the original estimate was drawn for conditions as they now exist, and that subsequent to the preparation of those plans, your department had definitely decided to widen the highway in Central Point.

Because all of our streets are in poor condition and we have so little money to use for improvement of them, it hurts to have to pay out such a sum for a traffic control installation which will probably not be needed or desirable after completion of the highway which is planned for construction, five to seven years from now, and after the bulk of the traffic shifts to that road.

For budget purposes we will need to know approximately what the maintenance cost of such a signal will be. Since it is doubtful that the light will be in operation long enough by budget time next year, we would appreciate it if your office could give us some cost figures on maintenance.

Very truly yours

Arden R. Pinkham
Arden R. Pinkham
City Recorder

RECEIVED
SEP 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

September 11, 1953

Mr. Ardon R. Pinkham
City Recorder
Central Point, Oregon

Dear Sir:

This office is in receipt of two executed agreements covering the proposed installation of traffic signals at the intersection of Front and Pine Streets in the city of Central Point. Two certified checks in the total amount of $1,750 have also been received.

The original estimate upon which the $1,750 contribution was based was made during the month of March, 1953, with the thought that the installation could be let to contract at the April meeting of the State Highway Commission. Since that time there has been an increase in the price of certain traffic signal equipment and, also, present plans to widen the Pacific Highway through the city of Central Point will increase the cost of the installation.

It is estimated that the traffic signal installation at the present time will cost $3,800, $1,900 of which would be the City's share of the total cost. Will you please advise if the City is willing to pay the additional $150, provided the increased cost is required?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

VJ:jl fp

FORM E-30 37,000 4-52 [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

**SUBJECT:** Assignment No. 4104

**To:** Mr. W. C. Williams
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

Attached are six copies of an agreement covering the installation of traffic signals at the intersection of Front and Pine Streets in Central Point. Two copies of this agreement have been executed by the city officials.

As per our conversation of yesterday, we are returning all copies of the agreement to you for further investigation by the Traffic Division.

Two certified checks in the total amount of $1,750 were received in Mr. Glaisyer's office August 26th, and were forwarded to the Accounting Division.

Would you please notify us as soon as possible when the project is to be advertised so that the city may be advised of the date. It may be possible that the city will want the deposit returned if the project is not to be advertised until next year.

This completes Assignment No. 4104.

NOTED
W. C. WILLIAMS

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

RECEIVED
SEP 1 1953
TRAFFIC ENGINEER

RECEIVED
AUG 27 1953
OFFICE OF
STATE HIGHWAY ENGINEER

JDG:MM
Att.

RECEIVED
FOR FILING

File

Maint
Traffic
Light
Central Point

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1953

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto are four conformed copies of an agreement with the City of Central Point covering the installation of traffic signals at the intersection of Front and Pine Streets in Central Point.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Central Point.

Yours very truly,

Floyd Query
Assistant Secretary

rn
Attach: 4

NOTED
State Highway Engineer

RECEIVED
OCT 6 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

File

Maint
Traffic
Lights
Central Point

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1953

**SUBJECT:**

**To:**

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto are four conformed copies of an agreement with the City of Central Point covering the installation of traffic signals at the intersection of Front and Pine Streets in Central Point.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Central Point.

Yours very truly,

Floyd Query

Assistant Secretary

rn
Attach: 4

NOTED
State Highway Engineer

RECEIVED
OCT 6 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1953
FOR FILING

April 14, 1953

City of Central Point
City Hall
Central Point, Oregon

Attention: Mr. Arden R. Pinkham
City Recorder

Gentlemen:

This is to acknowledge your letter of April 7th addressed to Mr. H. B. Glaisyer concerning the City of Central Point's inability to pay its share of the installation cost of the signal at Pine Street.

The bids for the signal job which were scheduled to be opened on April 8th were unopened and returned to the bidders.

Your letter is being referred to the State Highway Engineer for his information.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/12

cc - Mr. R. H. Baldock

REGULAR MEETING OF COUNCIL, FIRST MONDAY IN EACH MONTH

**City of Central Point**

CENTRAL POINT, OREGON

April 7, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

At their regular meeting, last night, the City Council of Central Point considered the Commission's request for immediate payment of the City's share of installation cost of a traffic light at the intersection of Pine Street and the Pacific Highway.

I have been requested to inform the Commission that it is impossible for the City of Central Point to pay its share of the installation before July 1st, because no provision was made in the budget and no such sum is available at this time.

The matter will be brought to the attention of the Budget Committee and we have had some assurance that the school may be able to help with the cost.

Unless the Commission can cover the whole cost, with arrangement made for the City to repay after July 1st, we have no choice but to wait.

Very truly yours
Arden R. Pinkham
Arden R. Pinkham
City Recorder

RECEIVED
[illegible]

RECEIVED
APR 6 1953
FOR FILING

Signal
Traffic
Lights

Central Point

3-13

April 3, 1953

Mr. Arden R. Pinkham
City Recorder
Central Point, Oregon

Dear Sir:

In response to your letter of March 26 addressed to Mr. H. B. Glaisyer, Secretary to the Oregon State Highway Commission, relative to a traffic signal on the Pacific Highway at Pine Street and to future plans for by-passing Central Point, advise that at some time in the future Central Point will unquestionably be by-passed, but it is my opinion that it will be at least five years before such action is taken, possibly longer.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
MAY 13 1953
FOR FILING

[illegible]
Traffic
Light
Central Point

March 27, 1953

39.2.3

Mr. Arden R. Pinkham
City Recorder
City of Central Point
Central Point, Oregon

Dear Mr. Pinkham:

Your letter of March 26, 1953 has been received. You state that the City Council on March 23rd instructed you to request further information concerning the actual operation of the signal, approved recently by the State Highway Commission, at the intersection of the Oregon Coast Highway with Pine Street, and also concerning rumors to the affect that there are plans to move the location of the Oregon Coast Highway.

As these are technical and engineering matters, your letter is being referred to Mr. R. H. Baldock, State Highway Engineer, for further information.

Mr. Glaisyer has been ill for the past week. We expect him back in the office in about two more weeks.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Acting Secretary

FQ:jmc

cc: Commissioners
R. H. Baldock

(4

REGULAR MEETING OF COUNCIL, FIRST MONDAY IN EACH MONTH

**City of Central Point**

CENTRAL POINT, OREGON

March 26, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Your letter of March 13th was presented to the City Council on March 23rd and the Council has instructed me to write for further information.

They would like to know just how the traffic-actuated signal planned for Central Point would operate, and why some less costly installation would not be practical.

Information has filtered into Central Point, from what should be reliable sources in the Highway Department, to the effect that plans call for moving the highway so that it will by-pass Central Point, following Bear Creek, which is East of here. If this information is correct, then how long will traffic travel the present route, and will it be long enough to justify such an expendature for a traffic light.

Because of extremely high school district taxes and the fact that the Assessor's office attempted to equalize values in this county for just long enough to raise ours well above values for the surrounding areas, then stopped to wait for the state-wide plan to be put in effect, the Council has been forced to avoid budgeting for any costly improvements. Finding $1,750.00 in the budget for 1953-54 will require still more pinching, but can be done if there is no other solution to problem now existing at Highway 99 and Pine Street in this City.

Please give us as much information on this matter as you can.

Very truly yours
Arden R. Pinkham
Arden R. Pinkham
City Recorder

RECEIVED
MAR 27 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FORM E-30X 28M 11-50 44702

[illegible]
Traffic
[illegible]
Central Point

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

[illegible]

Salem, Oregon
March 13, 1953

SUBJECT: Preparation of State-City Agreement, Proposed Traffic Signal Installation Front (US99) and Pine Streets - Central Point

-923 To: C. W. Enfield
Legal Department

At its meeting on February 17 and 18, 1953, the State Highway Commission approved the installation of traffic signals at the intersection of Front and Pine Streets in the City of Central Point. Will you please prepare the necessary State-City Agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, US99.
2. The intersection involved is that of Front (US99) and Pine Streets.
3. It is planned to install a semi-actuated traffic signal, complete with magnetic detectors and pedestrian push buttons, as shown on the attached plans.
4. The installation is estimated to cost $3500.
5. The State shall make the installation either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be shared aqually by the City and the State.
6. When returning the signed agreements, the City shall submit its check for one-half the estimated cost of the installation.
7. The City shall maintain the signals after installation and pay for all electric energy consummed. The City shall not make any changes in the timing program without prior approval in writing from the state.
8. It is agreed between the two parties concerned that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

we plan to let this installation to contract at the April meeting of the State Highway Commission, thus, it would be appreciated if you would expedite the preparation of this agreement. If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F B Crandall

F. B. Crandall
Traffic Engineer

VJ:jl
Attach. (7)
cc - W. C. Williams ✓
J. W. Cattrall

RECEIVED
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3/17/53

4

Maint
Traffic
Lights
Central Point

March 13, 1953

Mr. Arden R. Pinkham
City Recorder
City of Central Point
Central Point, Oregon

Dear Mr. Pinkham:

Sometime ago you directed a communication to the State Highway Department requesting in behalf of the City of Central Point installation of a traffic signal on US 99 at its intersection with Pine Street, the main street in your City. The matter was investigated by the Engineering Department, and the findings were reported to the State Highway Commission at its last meeting.

This note is simply to inform you that from the facts disclosed in the report, the Commission approved installation of a traffic-actuated signal at this intersection at an estimated cost of $3,500 on the condition that the City of Central Point will pay fifty percent of this expense.

Please advise whether or not the City is willing to cooperate with the Highway Commission on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: F. B. Crandall

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Maint
Traffic
Lights
Central Point

March 13, 1953

Mr. Arden R. Pinkham
City Recorder
City of Central Point
Central Point, Oregon

Dear Mr. Pinkham:

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Please advise whether or not the City is willing to cooperate with the Highway Commission on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: F. B. Crandall

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FEB 9 1953
FOR FILING

Maint
Traffic
J.o.f.
Central Point

February 5, 1953

5023

Oregon State Highway Commission

Gentlemen:

The City of Central Point, through Mr. Arden R. Hinkham, City Recorder, has requested installation of a traffic signal at the intersection of Front Street (US99) and Pine Street (the main street in Central Point).

This is a four-way, cross-type intersection and currently has a flashing beacon which gives a flashing amber indication to US99 and a flashing red indication to Pine Street. The indicated speed on US99 in this section is 25 miles per hour. This intersection is a school crossing. In November, 1952 you concurred with the city in prohibiting parking along Front Street (US99) in the vicinity of this intersection.

A 16-hour vehicle and pedestrian count was taken at the intersection on Monday, January 12, 1953. The computed 24-hour volume of traffic entering the intersection was 7,121 vehicles. A total of 2,181 or 31 per cent of all vehicles entered the intersection from Pine Street. During the 16-hour period of count, 62 pedestrians crossed the Pacific Highway. There were 17 accidents at this intersection during the period from January 1, 1947, to October 31, 1952. A total of 12 persons were injured and there were no fatalities. Of the 17 accidents, 10 were of a type that might have been prevented by traffic signals.

Conditions at the intersection meet the warrant for a traffic-actuated signal and it is recommended that such installation be approved provided the City will pay 50 per cent of the total cost, estimated to be $3,500.

This matter will be on the agenda at the forthcoming meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

JAH:mm fp

NOTED
J. W. CATTRALL

REGULAR MEETING OF COUNCIL, FIRST MONDAY IN EACH MONTH

# City of Central Point

CENTRAL POINT, OREGON

December 12, 1952

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The City Council of Central Point wishes some information and some help on the proposition to install a Stop and Go signal at the intersection of our main street (Pine St.) and Highway 99.

We have made inquiry on this subject, to other agencies, and have received no satisfaction from those inquiries.

Both the City Council and the School authorities are very much concerned about the fact that during times of peak traffic on the highway it is almost impossible for traffic to enter or cross the highway and pedestrians, especially the school children, are forced to wait for small breaks in the traffic stream then run, in order to cross the street.

There have been too many accidents and near misses. Please let us know the proper proceedure for presenting our problem, and any help you are able to give us in the matter will be greatly appreciated.

Very truly yours
Arden R. Pinkham
Arden R. Pinkham
City Recorder

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ENGINEER
[illegible] IONS

S-247(4) Gillespie Gerner-Lorand Co. 1953
[illegible] Territorial Hwy.
42(6)

S-24[illegible] Gillespie [illegible]rner-Loranc Co. 1923
of the Territorial [illegible].
[illegible]

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MAR 8 1955
FOR FILING

[illegible]
4069

R.H. BALDOCK

March 2nd, 1955

# FINAL COST ANALYSIS
Paving

Gillespie Corner-Lorane Section
Contract #4069

Territorial Highway
Prefix 120-1085

L. P. Stubblefield, Contractor
H. E. Mayfield, Resident Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Blade Grader | 169.5 | Hour | $10.00 | $10.89 | $ 1,846.64 | $ 1,695.00 |
| 2½"-0" Mat'l. in Base | 29,428.5 | Cu. Yd. | 2.75 | 2.09 | 61,490.39 | 80,928.38 |
| 3/4"-0" Mat'l. in Base and Shoulders | 7,341.5 | " " | 3.15 | 3.28 | 24,085.21 | 23,125.73 |
| Sprinkling | 1,279.5 | M/Gal. | 3.00 | 3.17 | 4,050.19 | 3,838.50 |
| 3/4"-0" Mat'l. in Binder Course | 1,010 | Cu. Yd. | 3.85 | 3.52 | 3,550.74 | 3,888.50 |
| RC-3 Asphalt in Binder Course | 97.790 | Ton | 40.00 | 35.69 | 3,489.99 | 3,910.80 |
| Class "B" Asphaltic Concrete | 13,899.775 | " | 5.50 | 5.38 | 74,774.97 | 76,723.76 |
| PA #1, Screen Rejects on Road | 550 | Cu. Yd. | 0.25 | 0.22 | 121.94 | 137.50 |
| PA #1, Hauling Screen Rejects | 2,991 | Yd. Mi. | 0.12 | 0.11 | 318.26 | 358.92 |
| | | | | | $173,728.33 | $194,332.89 |

| | L. P. Stubblefield | J. C. Compton Co. | Total |
|---|---|---|---|
| Gross Revenue | $104,386.88 | $89,946.01 | $194,332.89 |
| Total Cost | 100,104.99 | 73,623.34 | 173,728.33 |
| Profit | $ 4,281.89 | $16,322.67 | $ 20,604.56 |
| Percent Profit | 4.1% | 18.1% | 10.6% |

7: LC

## Detail of Cost
L. P. Stubblefield, Contractor

| | | |
|---|---|---|
| Labor: | | |
| Labor | $24,023.82 | |
| Labor Insurance | 2,392.49 | |
| Health & Welfare Contributions | 632.31 | |
| | | $ 27,048.62 |
| Equipment Rental & Misc. Supplies: | | |
| Owned Equipment | $23,617.74 | |
| Hired Equipment (Not Operated) | 6,024.86 | |
| Gas, Oil & Grease | 3,975.58 | |
| Explosives | 6,169.59 | |
| Subcontractors | 1,467.23 | |
| Hired Transport | 594.40 | |
| Small Tools & Misc. Supplies | 944.71 | |
| Home Office & General Overhead | 2,034.76 | |
| Bond | 573.82 | |
| | | 45,402.69 |
| Materials: | | |
| 85-100 Asphalt | $19,192.56 | |
| RC-3 Asphalt | 2,518.12 | |
| Freight on Asphalt | 5,943.00 | |
| | | 27,653.68 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . | | $100,104.99 |

## Detail of Cost
## J. C. Compton Co., Subcontractor

| | | |
|---|---|---|
| Labor: | | |
| Labor | $28,745.68 | |
| Labor Insurance | 2,267.68 | |
| Health & Welfare Contributions | 810.67 | $31,824.03 |
| Equipment Rental & Misc. Supplies: | | |
| Owned Equipment | $16,010.11 | |
| Hired Equipment (Without Operators) | 12,959.41 | |
| Gas, Oil & Grease | 5,643.77 | |
| Heating Fuel | 1,343.31 | |
| Bond | 883.68 | |
| Small Tools & Misc. Supplies | 640.40 | |
| Permits, P.U.C., Scale Test Etc. | 1,620.25 | |
| Home Office & General Overhead | 2,698.38 | 41,799.31 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . | | $73,623.34 |

## Breakdown of A.C. Paving Costs

| | Quantity | Unit | Unit Cost | Total Cost |
|---|---|---|---|---|
| Move In and Set Up | 13,899.775 | Ton | $0.25 | $ 3,509.91 |
| Feed Plant | " | " | 0.09 | 1,179.53 |
| Heat and Mix | " | " | 0.82 | 11,440.87 |
| *Aggregate | " | " | 1.27 | 17,601.82 |
| *Asphalt | " | " | 1.77 | 24,544.88 |
| Haul to Road | " | " | 0.67 | 9,307.77 |
| Street Work | " | " | 0.43 | 6,033.33 |
| Traffic Control | " | " | 0.08 | 1,156.86 |
| Total | 13,899.775 | Ton | $5.38 | $74,774.97 |

* Aggregate and asphalt furnished by prime contractor; mixing and placing of the A.C. paving was done by the subcontractor.

The plant operated 96 hours and averaged 145 tons per hour.

### Breakdown of Crushing Cost
### L. P. Stubblefield, Contractor

Doane Quarry*

| | Quantity | Unit | Unit Cost | Total Cost |
|---|---|---|---|---|
| Move In and Set Up | 7,351.5 | Cu. Yd. | $0.089 | $ 653.89 |
| Drill and Shoot | " | " " | 0.544 | 3,995.76 |
| Load and Haul to Crusher | " | " " | 0.672 | 4,943.55 |
| Crush | " | " " | 0.481 | 3,537.74 |
| Stockpile | " | " " | 0.112 | 823.69 |
| Load Out of Stockpile | " | " " | 0.118 | 868.31 |
| Total Cost | | | $2.016 | $14,822.98 |

* The total rock produced at Doane quarry was 49,625 cu. yd., of which 7,351.5 cu. yd. of 3/4"-0" was for this project. The crusher averaged 65 cu. yd. per hour while crushing 3/4"-0" so 14.81% of the material produced and 17.65% of the total crushing time was for this project.

## Breakdown of Crushing Cost
## L. P. Stubblefield, Contractor

### Lorane Quarry*

| | Quantity | Unit | Unit Cost | Total Cost |
|---|---|---|---|---|
| Move In & Set Up | 41,548.5 | Cu. Yd. | $0.106 | $ 4,406.62 |
| Drill & Shoot | " | " " | 0.224 | 9,307.29 |
| Load & Haul to Crusher | " | " " | 0.399 | 16,591.89 |
| Crush | " | " " | 0.480 | 19,932.22 |
| Stockpile | 31,739** | " " | 0.145 | 4,593.92 |
| Load Out of Stockpile | 20,619*** | " " | 0.114 | 2,356.19 |
| Total Cost | | | $1.376 | $57,188.13 |

* The total rock produced at Lorane quarry was 73,348 cu. yds., of which 41,548.5 cu. yds. was for this project. The average production while crushing 3/4"-0" and paving aggregate was 75 cu. yds. per hour and 92 cu. yds. per hour while crushing 2½"-0" rock. Of the total material produced, 56.65% was for this project.

** Approximately 1/3 of the 2½"-0" base rock was taken directly from the bunker.

*** Approximately 1/3 of the base rock and all the paving aggregate was not reloaded.

Remarks:

This was a "Federal Aid Secondary Project" for the reshaping of the existing roadbed with a blade grader, placing approximately 40,000 cu. yds. of crushed material in base and shoulders and paving with asphaltic concrete pavement of 6.00 miles of the Territorial Highway between Gillespie Corner and Lorane about 20 miles southwest of Eugene in Lane County.

The bids were opened on December 10th, 1953, and the job was awarded to L. P. Stubblefield, low bidder. At the time of the bid opening the conract-or was producing rock in his commercial quarry on Doane Road 1.4 miles east of M.P. 27.67 on the Territorial Highway. The contractor made some minor screen changes in his plant and started producing 3/4"-0" material for leveling course, shoulders and binder material on January 11th, 1954. The crushed material was hauled to the stockpile for later use on the State project and was also sold in the bunker to Lane County and to private parties. The quarry was shot using down holes and lifters and drilled by a wagon drill. The powder used was gelatin and the contractor used 0.58 pound of powder per cu. yd. of crushed material. The material required very little reshooting, and this was done by mudcapping with nitroglycerine. The material was loaded with a 1½ cu. yd. Northwest shovel into an E-9 Tournarocker owned by the contractor and three 5 cu. yd. hired trucks. The haul out of the quarry was downhill on a very steep grade and proved to be quite expensive. The crushing was done by a 3-unit, semi-portable crusher with permanent wood bunkers set up at the site. The material used on the State project was hauled to a stockpile site across the road from the crusher in a hired 6 cu. yd. truck. The contractor finished crushing at this setup for the State project on March 13th, 1954.

The plant was moved to the commercial quarry owned by the contractor 2.4 miles east of Lorane, and crushing at this setup was started on April 19th, 1954. The 2½"-0" base rock, A.C. aggregate and about 1,000 cu. yds. of the 3/4"-0" shoulder material were produced at this quarry. The quarry was shot by using nitromone in a coyote hole, and 0.61 pound of powder per cu. yd. of crushed material was used. The reshooting was done by capping with nitroglycerine blocks. The material was loaded into the contractor's E-9 Tournarocker and a hired 5 cu. yd. truck by a 1½ cu. yd. Northwest shovel. The same 3-unit crushing plant was used at this setup, and the crushed material was stockpiled adjacent to the plant site by a hired 6 cu. yd. truck. The plant continued to operate until July 2nd, 1954.

The subcontractor moved in with 2 cat #12 blades on April 27th, and started work on April 28th, blading and reshaping the existing roadway and ditches. This work halted briefly on May 10th, due to rain and excessive moisture in the ditches. The subcontractor was required to move quite a bit of brush which was removed by a crew of 3 or 4 men and a truck. This extra clearing caused the subcontractor to show a loss on the blading.

The subcontractor moved in with a fleet of trucks on May 26th, 1954, and started placing the 2½"-0" base rock on May 27th. The contractor loaded the rock into the trucks, part directly from the bunker, the rest loaded from stockpile by a 1 cu. yd. Lorain shovel. The subcontractor used eight 5 cu. yd. trucks of his own and six hired trucks. The base rock was processed on the grade with 2 or 3 #12 blades and a 3-wheel, 10-ton roller. When the coarse base had been put on about 2 miles, the subcontractor shifted his own trucks to hauling the 3/4"-0" leveling course from the Doane quarry where the contractor used a ½ cu. yd. Bay City shovel to load from stockpile. The hired trucks continued

Remarks (Cont'd):

to haul coarse base from Lorane. The subcontractor used old asphalt tankers to haul water during the placing of the base. A total of 4 tankers was used, but an average of only slightly more than 2 was used throughout the job. The base was finished on June 18th, but the oiling crew had moved in on the north end of the job on June 14th, and started placing the binder course. This was finished on June 17th, also, and a blade finished the maintenance of the binder on June 19th.

On June 19th, 1954, the paving crew finished on the Low Pass job, and the moving of the plant was started. The plant was moved to the Lorane quarry and started operation on June 24th, 1954. The 4,000-lb. batch Madsen plant operated 96 hours and produced an average of 145 tons per hour. The plant was fed by a cat and dozer, and the hot mix was hauled to the street in five of the subcontractor's 8 cu. yd. trucks and seven hired trucks. The mix was laid by a Barber-Greene paver and rolled by an 8-ton tandem and a 12-ton, 3-leg roller. The very dry rock required only 1.3 gallons of fuel per ton for drying and aided considerably in boosting production.

The job as a whole shows a 10.6% profit, a large share of which was realized by the subcontractor due to favorable subcontract prices.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

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S-247(4)
4221

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4069 | 7-Final | L. P. Stubblefield |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25754 | B-110214 | $ 3,564.01 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: July 20, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

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December 2, 1954

REGISTERED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Building
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4069 for paving on the Gillespie Corner-Lorane Section of the Territorial Highway in Lane County was completed by the contractor, L. P. Stubblefield, on July 20 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $5,564.01 will be released to the contractor on or after December 13, 1954. The total contract amount is $194,332.89 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-2-54

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[illegible]

August 17, 1954

Hartford Accident & Indemnity Company
Pacific Dept., Hartford Bldg.,
San Francisco 20
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Mr. L. P. Stubblefield on contract No. 4069, covering paving on the Gillespie Corner-Lorane Section of the Territorial Secondary Highway in Lane County.

This payment, in the amount of $26,109.61 will be released to contractor on or after August 27, 1954. The retained percentage is $5,838.21.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Hartford Accident & Indemnity Co.,
Geo. S. Kerr Company
Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD

8-17-54

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[illegible]

July 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1954 on Contract No. 4069, Gillespie Corner-Lorane Section, in Lane County, in connection with Federal Aid Project No. S-247 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

HHP:dw

cc: John Cattrall

Form E-1—10M

(4)

## OREGON STATE HIGHWAY DEPARTMENT
# Field Engineer's Weekly Report
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 19 54

Section Gillespie Corner-Lorane
Kind of work Paving
Highway Territorial
Section prefix 120-1085
Contractor L.P. Stubblefield
Contract number 4069
Date of contract December 10, 19 53
Date of completion August 31, 19 54
Date work started January 11, 19 54
Estimated date of completion July 20, 19 54
Amount of contract $ 224,068.38
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering $ 222,894.48
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 15,138.13, 89 %
Date project was completed July 20, 19 54

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Subcontractor worked Monday and Tuesday A.M., July 19 and 20, finishing grader work which completes this project.

Crew of 3 men clearing and clean up.

One inspector 1½ days.

This will be the last weekly report on this project.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
JUL 26 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

3/4-0

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | 6.0 |
| Miles partially completed | | | | | |
| Miles completed | | | | | 6.0 |
| Total estimated quantities | | 32,000 | 7,700 | | 14,400 Tons |
| Estimated quantities moved or placed to date | | 29,248.5 | 7,341.5 | | 13,950 Tons |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | 1 |
| Hours per shift | | | | | 10 |
| Average force on project for week | | | | | 4 |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | 3 | | | | | | 3 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........., Power graders ....1...., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ........., Sheep-foot rollers ........., . . . . ........., . . . . ........., . . . . .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Cloudy | | |
| Tuesday | Showers | | |
| Wednesday | Fair | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

State Printing

Form PR 2 (Revised 1950)

1172

State Oregon

Federal Aid Secondary

Project No. S-247(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of October, 1953, a program, which was approved on the 10th day of November, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 9th day of November, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty thousand and 00/100 dollars ($140,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 4+40 in the NE 1/4, Section 23, T. 19 S., R. 5 W., W.M., and survey station 325+7140 in Section 13, T. 20 S., R. 5 W., W.M., except stations 11+50 - 12+07, 14+36 - 14+93, and 317+40 - 317+97,**

, length **6.003** miles, in **Lane** County, being **Oregon Federal Aid / Secondary** project No. **S-247(4)**, consisting of **6.003** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of mile in length~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty thousand and 00/100 dollars ($140,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty-five thousand, nine hundred sixty-one and 45/100 dollars ($225,961.45), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

FEB 16 1934

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247 (4)

## GILLESPIE CORNER-LORANE SECTION

## OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

Type Code 6202
Roadway (Sta. 4+40 to Sta. 125+71) (Contract No. 4069)

| | | | | |
|---|---|---|---|---|
| 200 | hrs. | Blade Grader | $10.00 | $ 2,000.00 |
| 32,000 | cu. yds. | 2½" - 0 Material in Base | 2.75 | 88,000.00 |
| 7,700 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 3.15 | 24,255.00 |
| 1,400 | M-gal. | Sprinkling | 3.00 | 4,200.00 |
| 770 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.85 | 2,964.50 |
| 120 | tons | RC-3 Asphalt in Binder Course | 40.00 | 4,800.00 |
| 14,400 | tons | Class "B" Asphaltic Concrete | 5.50 | 79,200.00 |
| | | | Subtotal | $205,419.50 |
| | | | 10% Engr. & Cont. | 20,541.95 |
| | | | Total | $225,961.45 |

| | |
|---|---|
| Length of Roadway | 6.003 Miles |
| Length of 3 Structures | 0.032 Mile (Exceptions) |
| Total Length | 6.035 Miles |
| Cost of Roadway per Mile | $37,641.42 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - | $140,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 85,961.45 |
| | $225,961.45 |

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

**Oregon State Highway Department**

Federal Aid Secondary
Project No. S-247 (4)

## GILLESPIE CORNER-LORANE SECTION

## OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 20, 1953

Type Code 6201
Roadway (Sta. 4+40 to Sta. 325+71)

| | | | | |
|---|---|---|---|---|
| 200 | hours | Blade Grader | $10.00 | $ 2,000.00 |
| 32,000 | cu. yds. | 2½" - 0 Material in Base | 2.75 | 88,000.00 |
| 7,700 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.75 | 21,175.00 |
| 1,400 | M-gal. | Sprinkling | 2.50 | 3,500.00 |
| 770 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.75 | 2,887.50 |
| 120 | tons | RC-3 Asphalt in Binder Course | 42.00 | 5,040.00 |
| 14,400 | tons | Class "B" Asphaltic Concrete | 6.25 | 90,000.00 |
| | | | Subtotal | $212,602.50 |
| | | | 10% Engr. & Cont. | 21,260.25 |
| | | | Total | $233,862.75 |

| | |
|---|---|
| Length of Roadway | 6.003 miles |
| Length of 3 Structures | 0.032 mile (Exceptions) |
| Total Length | 6.035 miles |
| Cost of Roadway per Mile | $38,957.64 |

| | |
|---|---|
| Federal Funds | $144,000.00 |
| State Funds | 89,862.75 |
| | $233,862.75 |

Form E-61—20M—1-54

RECEIVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

| | | | | | |
|---|---|---|---|---|---|
| Project | Gillespie Corner-Lorane | | | Prefix No. | 120-1065 |
| Highway | Territorial | | | County | Lane |
| Contractor | L. P. Stubblefield | Contract No. | 4069 | F. A. Project No. | S-247(4) |
| Submitted by | H. E. Mayfield | | | Date reported | March 11 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Doane Rd. approx. 1.4 mi. E. of M.P. 27.7, Territorial Hwy.

Sampled at Bunkers

To be used Leveling & Shoulders

Date received March 9 1954

Sampled by H. E. Mayfield

Quantity represented 500 c.y.

## TEST RESULTS

Laboratory No. 329760

Data Sheet No. A12360

Type of material Cr. Rock 3/4-0

Screen opening: To ¼": Square; ¼" and below: Square:

### GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3/4 | 0 | 0 | |
| 1/2 | 10.3 | 10.3 | |
| 1/4 | 33.7 | 44.0 | |
| 10 | 26.2 | 70.2 | |
| 40 | 15.7 | 85.9 | |
| P40 | 14.1 | 14.1 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 5 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 26 | % |
| Manufactured fines | | % |

NOTED
W. C. WILLIAMS

## RECOMMENDATIONS

Material as represented by this sample .................... suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Mayfield
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

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EGON STATE HIGHWAY DEPART NT
Materials Division

# LABORATORY REPORT

NOTED
W. C. WILLIAMS

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| Project | S-17(4) Gillespie Corner-Lorane |  |  | Prefix No. | 120-1085 |
| Highway | Territorial |  |  | County | Lane |
| Contractor | [illegible] Troulefield | Contract No. | 4 | F. A. Project No. | S-17(4) |
| Submitted by | [illegible] Mayfield |  |  | Date reported | March 1[illegible], 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Lorane Rd. 1.4 mi. E. of ~~XXXX~~ M.P. 77.7, Territorial Hwy.

Sampled at: Bunkers

To be used: Leveling & Shoulders

Date received: March 11, 1954

Sampled by: H. L. Mayfield

Quantity represented: 500 c.y.

## TEST RESULTS

Laboratory No.: 3 0064

Data Sheet No.: A12362

Type of material: Crushed Rock 3/4"-0"

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3/4 | 0 | 0 |  |
| 1/2 | 8.6 | 8.6 |  |
| 1/4 | 36.3 | [illegible] |  |
| 10 | 28.4 | 73.3 |  |
| 40 | 15.3 | 88.6 |  |
| Pass | 11.4 | 11.4 |  |
| Total | 100.0 |  |  |

|  |  |  |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler |  |  |
| Specific gravity (Le Chatelier) |  |  |
| Unit weight, dry rodded, lbs. per cubic foot |  |  |
| Unit weight, loose, lbs. per cubic foot |  |  |
| Fineness factor |  |  |
| Sodium sulfate test, per cent loss |  |  |
| Asphalt stripping: Natural fines |  |  |
| Manufactured fines |  |  |
| Plasticity index: Natural fines | 5 | % |
| Manufactured fines |  | % |
| Liquid limit: Natural fines | 26 | % |
| Manufactured fines |  | % |

## RECOMMENDATIONS

Material as represented by this sample .................... suitable for use. Accepted.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Harris
- x Resident Engineer Mayfield
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

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JAN 22 1954
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S-247(4)

4069

January 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 11, 1954 on Contract No. 4069, Gillespie Corner-Lorane Section, in Lane County, in connection with Federal Aid Project No. S-247(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
JAN 5 - 1954
FOR FILING

47(4)

[illegible]

January 5, 1954

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4069, which was awarded to you on December 10, 1953 by the State Highway Commission, for paving on the Gillespie Corner-Lorane Section of the Territorial Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FOR FILING

5-247(4)

4111

December 14, 1953

Mr. L. P. Stubblefield
Box 341
Eugene, Oregon

Dear Sir:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4069 for 6.0 miles roadbed widening and paving on the Gillespie Corner-Lorane Section of the Territorial Highway in Lane County. This award was based on your bid of $205,419.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

RECEIVED
DEC [illegible] 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]47(4)

4069

December 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-247 (4), Gillespie Corner-Lorane Section of the Territorial Highway, to L. P. Stubblefield of Eugene, Oregon, low bidder inthe amount of $205,419.50 at the December 10, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 17 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FORM E-30 20M 6-51 52515
S-247(4)

4069

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

January 19, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between L. P. Stubblefield and J. C. Compton covering Items 1 to 7, inclusive, on the Gillespie Corner-Lorane Contract No. 4069, Oregon S-247 (4), is approved and you may so inform the interested parties.

This subcontract is based upon the fact that all aggregate and asphalt is to be furnished by the prime contractor.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Xd

FILING

4069

November 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-247(4), Gillespie Corner-Lorane Section of the Territorial Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

[illegible]

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Gillespie Corner-Lorane

**Highway:** Territorial Sec.

**County:** Lane

**Prefix:** 120-1464-900

**Res. Engr.:** H. E. Mayfield

**Length of Project:** 6.03 Mile

**Stations:** 4+40 to 325+71

The recommended total thickness of base course plus an AC wearing surface is 13 inches. Design data attached.

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by Oscar A White
asst Engineer of Materials

Approved by
Ass't. State Hwy. Engineer

cc Ass't. State Highway Engr. ✓
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (H. E. Mayfield)
Office Engineer
Soils Engineer

9/23/53

| Location | | | Soil Characteristics | | | | Required Thickness Traffic | |
|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Medium | Heavy |
| MP 32.44, ℄ | | 78.4 | 45 | 21 | 35 | 29.7 | 11" | 16" |
| MP 32.94, ℄ | | 88.1 | 52 | 27 | 32 | 34.6 | 11½" | 17" |
| MP 33.44, ℄ | | 86.0 | 36 | 12 | 18 | 33.7 | 14" | 22" |
| MP 33.94, ℄ | | 94.8 | 45 | 22 | 26 | 35.9 | 12½" | 19" |
| MP 34.44, 2'Rt. | | 92.7 | 42 | 15 | 43 | 30.8 | 9½" | 13" |
| MP 34.94, 2'Rt. | | 93.3 | 49 | 22 | 27 | 40.0 | 12½" | 18½" |
| MP 35.44, ℄ | | 98.6 | 47 | 21 | 24 | 44.0 | 13" | 19½" |
| MP 35.94, ℄ | | 92.4 | 39 | 12 | 26 | 35.4 | 12½" | 19" |
| MP 36.94, 2'Rt. | | 97.4 | 56 | 26 | 29 | 29.0 | 12" | 18" |
| MP 37.44, ℄ | | 89.5 | 38 | 15 | 29 | 27.4 | 12" | 18" |
| MP 37.94, ℄ | | 97.7 | 53 | 22 | 37 | 35.5 | 10½" | 15" |
| MP 38.10, 2'Rt. | | 85.9 | 42 | 9 | 42 | 33.0 | 10" | 13½" |
| MP 38.22, ℄ | | 67.4 | 36 | 4 | 37 | 31.2 | 10½" | 15" |

RECEIVED
JAN 10 1956
FOR FILING

4070

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 5, 1956

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4070 | 11-Final | Warren Northwest, Inc. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 26874 | R-140053 | $ 5,883.04 | 1/5/56 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 6, 1955 without penalty

Completion Date: Aug. 6, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

Asst H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
[illegible] 1955
FOR FILING

4070

December 23, 1955

**CERTIFIED MAIL**

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4070 for work performed on the Mill City-Niagara Section of the North Santiam Highway in Marion County was completed by the contractor, Warren Northwest, Inc., on August 6 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $5,883.04 will be released to the contractor on or after January 3, 1955. The total contract amount is $203,480.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 12 1955
FOR FILING

4070

October 12, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4070. covering the Mill City-Niagara Section of the North Santiam Highway in Marion County. This payment, in the amount of $4,798.72, will be released to the contractor on or after October 22, 1955. The retained percentage is $6,111.26.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

gl

RECEIVED
OCT 4 1955
FOR FILING

October 4, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from September 30, 1954 to August 20, 1955 within which to complete your contract No. 4070, covering the Mill City-Niagara Section of the North Santiam Highway in Marion County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to August 6, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. F. Walters,
Resident Engineer

H. O. Smith,
Construction Engineer

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SEP 15 1955
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(4)

September 14, 1955

Request for extension of time
No. 12
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Mill City-Niagara Section of the North Santiam Highway, Contract No. 4070, from September 30, 1954 to August 20, 1955.

Continual rains in the fall prevented the application of a seal coat on the main roadbed and shoulder areas, and the work was deferred until this season at the request of the Engineer. The contract was actually completed on August 6, 1955, and I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

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SEP 6 - 1955
FOR FILING

S-2260
4070

September 6, 1955

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4070, covering the Mill City-Niagara Section of the North Santiam Highway in Marion County.

This payment, in the amount of $26,041.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,962.85. The present payment will be released on or after September 16, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
AUG 24 1955
FOR FILING

S-220(6)
4070

August 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 6, 1955 on Contract No. 4070, Mill City-Niagara Section, in Marion County, in connection with Federal Aid Project No. S-220(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

[illegible]

RECEIVED
AUG 17 1955
FOR FILING

[illegible]
4070

Salem, Oregon
August 17, 1955

Mr. S. F. Walters
Resident Highway Engineer
Box 324
Albany, Oregon

Dear Sir:

This is to advise you that at its meeting on August 11, 1955, the State Highway Commission approved increase in project authorization of $29,500.00 on Contract No. 4070, Hill City-Niagara Section in Marion County.

The present construction authorization is $232,207.00. This amount should be used on all future reports.

Very truly yours,

S. H. Probert
Office Engineer

SHP:la

cc: J. D. Walker

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JUL 27 1955
FOR FILING

| |
|---|
| S 220(6) |
| |
| 4070 |

July 26, 1955

Oregon State Highway Commission

Gentlemen:

It appears that the project authorization on the Mill City-Niagara Section of the North Santiam Highway, Contract No. 4070, will need be increased by approximately $29,500. This results principally from the additional cost of sealing the pavement ($1[illegible],000), which was not included in the original plans, and a considerable overrun in extra base rock required to obtain a firm foundation. There likewise was an approximate $5,000 overrun in excavation quantities.

This matter will be on the next agenda, and it is respectfully requested that you authorize the additional project authorization in the amount of $29,500 on Contract No. 4070.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. C. H. Maison

RECEIVED
AUG 17 1955
FOR FILING

FORM 230—30M—10-54—79485

4070

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11th, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

Attached you will find Authority to Overrun Contract Amount on the Mill City-Niagara Section, Contract #4070. The principal items of overrun are pavement sealing which was not included in the original contract, some additional base rock to strengthen weak spots and shoulders, an overrun in the solid rock excavation caused by a revision of the intersection in Mill City and a $9,200 overrun in engineering for which I can give no good explanation.

It is the Division Engineer's opinion that the overrun in engineering was uncalled for and probably largely due to poor planning. He has issued firm instructions that overruns of this nature are not to occur in the future.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

RECEIVED
OFFICE
[illegible]

(6)

Form E-1-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18, 1955, 19

Section Mill City-Niagra

Highway North Santiam

Contractor Warren Nprthwest Inc.

Date of contract Dec. 10, 1953, 19

Date work started Feb. 15, 1954, 19

Project authorization . . . . . . . . $212,882.00

Exclusive of Engineering . . . . . . . $188,467.28

Kind of work Grading & Paving

Section prefix 12401063

Contract number 4070

Date of completion Sept. 30, 1954, 19

Estimated date of completion July 31, 1955, 19

Per cent of time elapsed 189 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . . $197,000 *

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . . 100 %

Engineering authorization . . . . . . . $14,114.72

Engineering cost to date $22,300, 155 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

* Exclusive of seal

Contractor completed finishing and started Thursday placing base course surfacing from Santiam River bar. Mr. Bill Head in charge for Warren. Geo. Scott Inspector. Expect to start completing shoulder oiling next week and sealing will be done thereafter providing authorization is granted.

NOTED
OSCAR . CUTLER

NOTED
[illegible] G. SMITH

NOTED
W. T. WRIGHT

555/294

RECEIVED
JUN 2[illegible] 1955
OFFICE OF [illegible]

Signed S F Wallis

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

State Printing 7716 [illegible]

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | .99 | 7.3 | | 7.3 | 7.3 |
| Miles partially completed | | | | 7.3 | |
| Miles completed | .99 | 7.05 | | | |
| Total estimated quantities | 53,860 | 7,880 | | 2,870 | 18,000 |
| Estimated quantities moved or placed to date | 50,000 | 8,500 | | 800 | 18,400 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | Time expired | | | | |
| Number shifts per day | 1 | 1 | | | |
| Hours per shift | 8 | 8 | | | |
| Average force on project for week | 3 | 10 | | | |

Percentages of men employed on contract to be secured from:

........................ County, ........%; ........................ County, ........%; ........................ County, ........%; ........................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers 1, Sheep-foot rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cldy all week | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
AUG 30 1954
FOR FILING

S-220 (1)

4070

August 26, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 17, 1954, requesting additional information on Price Agreement No. 6, Mill City-Niagara Section in Marion County, Contract No. 4070, Oregon Project No. S-220 (6).

The price of $1.75 per cubic yard for 2" - 0 crusher reject material is based:

| | | |
|---|---|---|
| Reject Material | at $0.25 per cu. yd. - | $ .25 |
| Haul, average 8 miles | at .12 per yd. mi. | .96 |
| Street Work | | .54 |
| Total | | $1.75 |

Shoulders where the material is being placed are narrow and placing, or spreading, is not comparable to spreading on a roadway. Because of the depth of material required to bring the shoulders up to grade more than one lift was required in some places. Each lift must be bladed and compacted.

"Disposition of Screen Rejects" as set forth in "Additional Special Provisions" does not anticipate the amount of street work required under Price Agreement No. 6.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DDP:dw

RECEIVED
AUG 30 1954
FOR FILING

S-220 (6)
4070

August 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 17, 1954, requesting additional information on Price Agreement No. 6, Mill City-Niagara Section in Marion County, Contract No. 4070, Oregon Project No. S-220 (6).

The price of $1.75 per cubic yard for 2" - 0 crusher reject material is based:

| | | |
|---|---|---|
| Reject Material | at $0.25 per cu. yd. - | $ .25 |
| Haul, average 8 miles | at .12 per yd. mi. | .96 |
| Street Work | | .54 |
| Total | | $1.75 |

Shoulders where the material is being placed are narrow and placing, or spreading, is not comparable to spreading on a roadway. Because of the depth of material required to bring the shoulders up to grade more than one lift was required in some places. Each lift must be bladed and compacted.

"Disposition of Screen Rejects" as set forth in "Additional Special Provisions" does not anticipate the amount of street work required under Price Agreement No. 6.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:dw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Prahaie X

August 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-220(6)
Mill City-Niagara - Price
Agreement No. 6

Dear Sir:

Subject price agreement provides for the placing of 2000 cu. yds. of 2"-0" crusher rejects along shoulders at a unit price of $1.75 per cu. yd., haul included.

Before approval, we should be informed why payment was not based on the specified method of payment for the use of such materials as outlined on Page 8, "Additional Special Provisions", under the heading "Disposition of Screen Rejections."

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

[illegible]

[illegible]

5245

August 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project 3-220 (6)
Mill City-Niagara

Dear Sir:

Attached hereto is a copy of a letter from G. W. Harra, Engineer of Materials, which letter is an explanation in accordance with your request for comments in your letter of July 26.

I believe Mr. Harra's letter adequately explains the reason why the asphaltic content is below the five per cent minimum.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ms

Encl.

cc Mr. G. W. Harra

FORM E-20 25M 6-51 49719

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1954

SUBJECT:

To: W. C. Williams
Deputy Highway Engineer
Office

NOTED
W. C. WILLIAMS

I offer the following in reply regarding the test reports for the Mill City-Niagara Sec., which indicate less than five percent asphalt content. The job was that of resurfacing an existing asphalt macadam. This old roadway had flushed badly, having the greater portion of its surface coated with a considerable quantity of asphalt. When such a surface is covered with a hot mix the free asphalt melts and is quickly absorbed by the lift being placed. It becomes necessary, in the design of a mix to be used in such work that consideration be given to this additional quantity of asphalt which will be absorbed. In such work as this, compatible with placing and rolling, mixes with the lowest possible asphalt content are used.

G. W. Harra
G. W. HARRA
Engineer of Materials

GWH:j

RECEIVED
AUG 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER

## ASSIGNMENT

Date: July 30, 1954 No. 5__ By Locey

Description: Letter of July 26 by Mr. Polk regarding test reports for Mill City-Niagara Section which he states have indicated that percentage by weight of the asphaltic cement included in the weight of complete mixture has fallen below required minimum of 5%.

Acknowledged by____ Referred to Harra ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- XX Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-2-54 Report Received__________

---

T OF COMMERCE
PUBLIC ROADS
ON EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 26, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon Project S-220(6)
Mill City-Niagara

veral test reports have indicated
of the asphaltic cement included
asphaltic concrete mixture has
fallen below the required minimum of 5% on subject project.

We would appreciate receiving your comments.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 26, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-220(6)
Mill City-Niagara

Dear Sir:

It has been noted that several test reports have indicated that the percentage by weight of the asphaltic cement included in the weight of the complete asphaltic concrete mixture has fallen below the required minimum of 5% on subject project.

We would appreciate receiving your comments.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

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[illegible]

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[illegible]

1169.

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-220(6)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 2nd day of April, 19 54,

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of October, 19 53, a program, which was approved on the 10th day of November, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 19 53; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety thousand and 00/100 dollars ($90,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 803+00 in Mill City in Section 30, T. 9 S., R. 3 E., W.M., and survey station 397+23.0 in Section 28, T. 9 S., R. 4 E., W.M., without exception,

, length 7.305 miles, in Marion County, being Oregon Federal Aid / Secondary project No. S-220(6), consisting of 7.305 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of [illegible]~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety thousand and 00/100 dollars ($90,000.00), which does not exceed the authorized Federal pro rata share of one hundred forty-six thousand, five hundred seventeen and 80/100 dollars ($146,517.80), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

RECEIVED
APR 2 - 1954
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (6)

## MILL CITY-NIAGARA SECTION
## OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

**Inside City Limits of Mill City**
**Type Code 6201**
**Roadway (Sta. 803+00 through Equation 820+00 = 28+14.36 to Sta. 45+38)**
**(Contract No. 4070)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 35.00 |
| 90 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 270.00 |
| 1,500 | cu. yds. | General Excavation, Unclassified | 0.40 | 600.00 |
| 2,100 | yd. sta. | Short Overhaul | 0.02 | 42.00 |
| 100 | C-yd. sta. | Long Overhaul | 0.50 | 50.00 |
| 30 | lin. ft. | 18-inch Corrugated Metal Pipe | 5.50 | 165.00 |
| 110 | lin. ft. | 18-inch Sewer Pipe | 3.00 | 330.00 |
| 120 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 240.00 |
| 2 | only | Concrete Catch Basins | 70.00 | 140.00 |
| 18 | cu. yds. | Concrete Curbs | 41.00 | 738.00 |
| 60 | cu. yds. | Class "A" Concrete in Retaining Walls | 52.00 | 3,120.00 |
| 8,200 | lbs. | Metal Reinforcement in Retaining Walls | 0.15 | 1,230.00 |
| 270 | lin. ft. | Metal Guard Rail, Optional Posts | 3.50 | 945.00 |
| 3,100 | cu. yds. | Coarse Material in Base | 1.00 | 3,100.00 |
| 600 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.75 | 1,650.00 |
| 40 | M-gal. | Sprinkling | 2.00 | 80.00 |
| 40 | cu. yds. | 3/4" - 0 Material in Binder Course | 5.00 | 200.00 |
| 6 | tons | RC-3 Asphalt in Binder Course | 50.00 | 300.00 |
| 78 | tons | RS-1 Asphalt | 46.00 | 3,588.00 |
| 2,300 | tons | Class "B" Asphaltic Concrete | 5.65 | 12,995.00 |
| 150 | cu. yds. | Oiling Aggregates | 4.50 | 675.00 |
| 12 | tons | 150-200 Asphalt | 40.00 | 480.00 |
| 730 | lin. ft. | 2½" Asphaltic Concrete Traffic Markers | 1.00 | 730.00 |

| | |
|---|---|
| Subtotal | $ 31,703.00 |
| 10% Engr. & Cont. | 3,170.30 |
| Total | $ 34,873.30 |

| | |
|---|---|
| Length of Roadway | 0.649 Mile |
| Cost of Roadway per Mile | $53,733.89 |

**Outside City Limits**
**[illegible]**
**Roadway (Sta. 45+38 to Sta. 397+21) (Contract No. 4070)**

| All Required | | | | |
|---|---|---|---|---|
| | | Clearing and Grubbing (90%) | | $ 315.00 |
| 2,200 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | $ 2.75 | 6,050.00 |
| 70 | M-gal. | Sprinkling | 2.00 | 140.00 |
| 14,700 | tons | Class "B" Asphaltic Concrete | 5.65 | 83,055.00 |
| 1,550 | cu. yds. | Oiling Aggregates | 4.50 | 6,975.00 |
| 124 | tons | 150-200 Asphalt | 40.00 | 4,960.00 |
| | | Subtotal | | $101,495.00 |
| | | 10% Engr. & Cont. | | 10,149.50 |
| | | Total | | $111,644.50 |

Length of Roadway 6.656 Miles
Cost of Roadway per Mile $16,773.51

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Inside City Limits of Mill City Roadway | $ 34,873.30 | $21,421.00 | $13,452.30 |
| Outside City Limits Roadway | 111,644.50 | 68,579.00 | 43,065.50 |
| | $146,517.80 | $90,000.00 | $56,517.80 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (6)

## MILL CITY-NIAGARA SECTION

## OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1953

Inside City Limits of Mill City
Type Code 6201
Roadway (Sta. 803+00 Through Equation 820+00 = 28+14.36 to Sta. 45+38)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 30.00 |
| 90 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 270.00 |
| 1,500 | cu. yds. | General Excavation, Unclassified | 0.40 | 600.00 |
| 2,100 | yd. sta. | Short Overhaul | 0.02 | 42.00 |
| 100 | C-yd. sta. | Long Overhaul | 0.50 | 50.00 |
| 30 | lin. ft. | 18-inch Corrugated Metal Pipe | 5.50 | 165.00 |
| 110 | lin. ft. | 18-inch Sewer Pipe | 3.00 | 330.00 |
| 120 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 240.00 |
| 2 | only | Concrete Catch Basins | 75.00 | 150.00 |
| 18 | cu. yds. | Concrete Curbs | 55.00 | 990.00 |
| 60 | cu. yds. | Class "A" Concrete in Retaining Walls | 70.00 | 4,200.00 |
| 8,200 | lbs. | Metal Reinforcement in Retaining Walls | 0.12 | 984.00 |
| 270 | lin. ft. | Metal Guard Rail, Optional Posts | 4.00 | 1,080.00 |
| 3,100 | cu. yds. | Coarse Material in Base | 1.50 | 4,650.00 |
| 600 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.75 | 1,650.00 |
| 40 | M-gal. | Sprinkling | 3.00 | 120.00 |
| 40 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.75 | 150.00 |
| 6 | tons | RC-3 Asphalt in Binder Course | 50.00 | 300.00 |
| 78 | tons | RS-1 Asphalt | 45.00 | 3,510.00 |
| 2,300 | tons | Class "B" Asphaltic Concrete | 5.75 | 13,225.00 |
| 150 | cu. yds. | Oiling Aggregates | 3.75 | 562.50 |
| 12 | tons | 150-200 Asphalt | 43.00 | 516.00 |
| 730 | lin. ft. | 2½" Asphaltic Concrete Traffic Markers | 1.00 | 730.00 |
| | | | Subtotal | $34,544.50 |
| | | | 10% Engr. & Cont. | 3,454.45 |
| | | | Total | $37,998.95 |

Length of Roadway 0.649 miles
Cost of Roadway per mile $58,550.00

Outside City Limits
Type Code (620)
Roadway (Sta. 45+38 to Sta. 397+23)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (90%) | | $ 270.00 |
| 2,200 cu. yds. | 3/4" - 0 Material in Base and Shoulders | $ 2.75 | 6,050.00 |
| 70 M-gal. | Sprinkling | 3.00 | 210.00 |
| 14,700 tons | Class "B" Asphaltic Concrete | 5.75 | 84,525.00 |
| 1,550 cu. yds. | Oiling Aggregates | 3.75 | 5,812.50 |
| 124 tons | 150-200 Asphalt | 43.00 | 5,332.00 |
| | | Subtotal | $102,199.50 |
| | | 10% Engr. & Cont. | 10,219.95 |
| | | Total | $112,419.45 |

Length of Roadway 6.656 miles
Cost of Roadway per mile $16,894.89

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Inside City Limits of Mill City | | | |
| Roadway | $ 37,998.95 | $23,494.00 | $14,504.95 |
| Outside City Limits | | | |
| Roadway | 112,419.45 | 69,506.00 | 42,913.45 |
| | $150,418.40 | $93,000.00 | $57,418.40 |

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FOR FILING

S-220(6)

4070

February 16, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 15, 1954 on Contract No. 4070, Mill City-Niagara Section, in Marion County, in connection with Federal Aid Project No. S-220 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

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FOR FILING

FORM K-30 25M 9-51 92315

S-220 (6)

4070

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1954

SUBJECT:

W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Office

Dear Sir:

The subcontract between Warren Northwest, Inc. and E. N. Peterson covering Items 9 to 12, inclusive, on the Mill City-Niagara Section, Contract No. 4070, Oregon S-220 (6), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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FOR FILING

[illegible]

4070

December 14, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4070 for grading 0.88 mi. of roadbed and 7.52 miles of paving on the Mill City-Niagara Section of the North Santiam Highway in Marion County. This award was based on your bid of $168,644.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT S-220(6)

406 STATE HIGHWAY BLDG.
SALEM, OREGON

H-10

December 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-220 (6), Mill City-Niagara Section of the North Santiam Highway, to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $168,644.00 at the December 10, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

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JAN [illegible] 54
FOR FILING

3-330(a)

4070

December 8, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission on December 10, 1953, as follows:

Contract No. 4067, for grade widening and paving on the Brothers-Hampton Section of the Central Oregon Highway in Deschutes County.

Contract No. 4070, for grading and paving on the Mill City-Niagara Section of the North Santiam Highway in Marion County.

A copy of each of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-220(6)

4070

S-220(6)

November 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Project S-220(6), Mill City-Niagara Section of the North Santiam Highway, subject to the understanding that Federal participation will be on the basis of the unit prices presented in the proposal by the contractor who would be the lowest responsible bidder if only the Federal-aid project were considered. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JAN 18 1954
FOR FILING

FORM E-30 25M 1-52 58419

NOTED
W. C. WILLIAMS

[illegible]

| |
|---|
| S (6) |
| |
| 4 70 |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Nov. 24, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

L

Dear Mr. Williams:

In answer to your letter under date of November 19, 1953, to this office, with respect to the legality of closing several roads where they intersect the Mehama-Mill City Section and Mill City-Niagara Section of the North Santiam Highway, I submit the following comments:

Inasmuch as the North Santiam Highway has not been adopted as a throughway, the State can not close any of the roads in question pursuant to the Throughway Act. I have been advised by the County-City Relations Division with respect to the relocated North Santiam Highway in Mill City, that it would not be possible to designate the same as a throughway due to the fact that there are more than ten businesses per mile adjacent to this section of relocated highway. I further understand that the roads that we want to close are not city streets but are under the jurisdiction of the county. Therefore, at the present time it is legally impossible for the State to close the said roads, for the legislature has not given authority to do so.

With respect to that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 805+40, that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 808+40 and that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 810+70 (all of said roads being located in Mill City), I suggest that we have the County surrender jurisdiction of the same to Mill City, pursuant to the provisions of O.C.L.A. 100-2401.

Once the jurisdiction and control of the above named roads vests in Mill City as city streets, the State may then close said roads pursuant to the provisions of Section 100-125(a), O.C.L.A. This statute gives the Highway Commission the authority to close city streets at the points where the same intersect a state highway. The procedure for closing city streets under this state is rather

RECEIVED
JAN 18 1954
FOR FILING

FORM E-30 25M 1-52 66419

NOTED
W. C. WILLIAMS

Mill City, Niagara
[illegible]

5 [illegible] (6)

4170

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Nov. 24, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

In answer to your letter under date of November 19, 1953, to this office, with respect to the legality of closing several roads where they intersect the Mehama-Mill City Section and Mill City-Niagara Section of the North Santiam Highway, I submit the following comments:

Inasmuch as the North Santiam Highway has not been adopted as a throughway, the State can not close any of the roads in question pursuant to the Throughway Act. I have been advised by the County-City Relations Division with respect to the relocated North Santiam Highway in Mill City, that it would not be possible to designate the same as a throughway due to the fact that there are more than ten businesses per mile adjacent to this section of relocated highway. I further understand that the roads that we want to close are not city streets but are under the jurisdiction of the county. Therefore, at the present time it is legally impossible for the State to close the said roads, for the legislature has not given authority to do so.

With respect to that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 805+40, that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 808+40 and that certain unnamed county road which is opposite Highway Engineer's Survey Station approximately 810+70 (all of said roads being located in Mill City), I suggest that we have the County surrender jurisdiction of the same to Mill City, pursuant to the provisions of O.C.L.A. 100-2401.

Once the jurisdiction and control of the above named roads vests in Mill City as city streets, the State may then close said roads pursuant to the provisions of Section 100-125(a), O.C.L.A. This statute gives the Highway Commission the authority to close city streets at the points where the same intersect a state highway. The procedure for closing city streets under this state is rather cumbersome, but nonetheless it is the sole authority the State has for closing city streets that intersect a highway which has not been designated as a throughway.

The other road which we want to close in Mill City is, according to Mr. Hagemann, a part of the Mehama-Mill City State Secondary Highway. Therefore, with respect to the closing of this road, I would advise that the State simply close and barricade the same at some desirable place near its intersection with the North Santiam Highway after a resolution is adopted by the Commission directing that such be done. The State would, of course, be obligated to maintain the remainder of the above mentioned secondary highway, including the new connection to the North Santiam Highway. The legal authority of the Commission to close this highway is questionable because there is no specific statutory authority authorizing the Commission to make such closure; however, we believe that the Commission may rely on general powers vested in it by Section 100-114, O.C.L.A.

It is my understanding that the State is also desirous of closing Fern Ridge County Road where the same intersects the southerly right of way boundary of the North Santiam Highway and the easterly right of way boundary of the Mehama-Mill City State Secondary Highway. The closures of this county road can be effected by two different methods where the same intersects the above mentioned highways. One method is to designate these sections of the North Santiam Highway and the Mehama-Mill City Secondary Highway as throughways, and thereafter obtain the County's consent to the closures of said road where it intersects with the two highways under the Throughway Act, if there are not ten businesses on any one mile of the subject sections of both highways. The other method we could follow in effecting these two closures is by persuading the County to vacate that part of the county road which lies between the two closures. This latter method would be preferable, for the closure of this county road where it intersects the two state highways in effect denies entirely the use of this section of county road to the public and for all practical purposes results in a vacation of the road.

Section 100-1231, et seq., O.C.L.A., sets forth the procedure that the County Courts must follow in vacating county roads. Among other things, the vacation statutes require a hearing to be held and at least thirty days' notice to be given before said hearing. Therefore, in any event, you can realize that whatever procedures are adopted to effect all of the above mentioned closures, the same can not be effected before the December 10-11 Commission Meeting.

Should there be any questions concerning the contents of this letter, please advise the writer of the same. We will be glad to assist in any way possible in pursuing the procedure you elect to follow.

TJR:FRC

Yours very truly,
C. W. ENFIELD
Chief Counsel
By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

RECEIVED
[illegible]
FOR FILING

S-220(6)

4070

Salem, Oregon
November 19, 1953

Mr. C. W. Enfield
Chief Counsel

In the course of reconstructing the Mill City-Niagara section and Mehama Connection project on the North Santiam Highway in Marion County, it is necessary to close certain intersecting roads and streets. The North Santiam Highway has not been adopted as a throughway so the closures cannot be made under the Throughway Act. Further, the streets to be closed in Mill City are at the present time under the jurisdiction of the county. Attached are two maps which show the location of the closures by means of red lines. Also attached is a copy of the survey resolution as adopted by the Highway Commission July 10, 1950.

Will it be possible to prepare the necessary legal instrument by which the closures can be made? If so, would you please have this done as soon as possible due to the fact that this project is up for bids at the December 10-11 meeting.

Please return the attached survey resolution to the County and City Relations Division.

W. C. Williams
Assistant State Highway Engineer

Att.

JDG:MM
cc: J. W. Cattrall

RECEIVED
NOV 20 1953
FOR FILING

S-220(6)

4070

Salem, Oregon
November 19, 1953

Mr. C. W. Enfield
Chief Counsel

In the course of reconstructing the Mill City-Niagara section and Mehama Connection project on the North Santiam Highway in Marion County, it is necessary to close certain intersecting roads and streets. The North Santiam Highway has not been adopted as a throughway so the closures cannot be made under the Throughway Act. Further, the streets to be closed in Mill City are at the present time under the jurisdiction of the county. Attached are two maps which show the location of the closures by means of red lines. Also attached is a copy of the survey resolution as adopted by the Highway Commission July 10, 1950.

Will it be possible to prepare the necessary legal instrument by which the closures can be made? If so, would you please have this done as soon as possible due to the fact that this project is up for bids at the December 10-11 meeting.

Please return the attached survey resolution to the County and City Relations Division.

W. C. Williams
Assistant State Highway Engineer

Att.

JDG:MM
cc: J. W. Cattrall

FORM E-90 20M 9-51 52915

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to the Legal Division covering certain closure points in connection with the Mill City-Niagara section and Mehama Connection project on the North Santiam Highway in Marion County.

Also attached are two maps showing the locations of the closures and a copy of the survey resolution.

John W. Cattrall
Engineer, County and City Relations

By Jno. D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

W. C. WILLIAMS

RECEIVED
NOV 19 1953
OFFICE OF
HIGHWAY ENGINEER

S-265(2) N. Santiam Hwy. Overcrossing 1953
& Mill Creek Br.
#4071

FEB 17 1955

2-21-5 (2)

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 11, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4071 | 11-Final | C. J. Eldon | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 2316 | R-115368 | $ 2,614.12 | 2/10/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Oct. 30, 1954 without penalty

Completion Date: Oct. 29, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 2-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
NOV 23 1954
FOR FILING

5-265 (2)
11-71

November 23, 1954

United Pacific Insurance
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4071 for constructing Mill Creek Bridge and North Santiam Highway Overcrossing on the North Santiam Highway in Marion County was completed by the contractor, C. J. Eldon, on October 29, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,614.12 will be released to the contractor after acceptance by the Commission. The total contract amount is $80,393.92 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-23-54 g

RECEIVED
NOV 18 1954
FOR FILING

5-245(2)
4071

November 17, 1954

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. J. Eldon on contract No. 4071, covering Overcrossing and Bridge work on the N. Santiam Highway & Mill Creek Section of the North Santiam Highway in Marion County. This payment, in the amount of $4,483.30 will be released to contractor on or after November 27, 1954. The retained percentage is $2,518.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-17-54

RECEIVED
NOV 15 1954
FOR FILING

S-[illegible] (2)
4071

November 8, 1954

Mr. C. J. Eldon
3101 N. Columbia Blvd.
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from September 30, 1954 to October 30, 1954, within which to complete your contract No. 4071 for constructing North Santiam Highway Overcrossing and Mill Creek Bridge in Marion County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Floyd Query, Assistant Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

[illegible]. L. Jensen,
Resident Engineer

G. S. Paxson,
Ass't. State Highway Engineer

RECEIVED
OCT 14 1954
FOR FILING

[illegible]

October 12, 1954

Request for extension of time
No. 14
October 28 and 29 meeting.

Oregon State Highway Commission

Gentlemen:

Re: North Santiam Highway Overcrossing
and Mill Creek Bridge
Contract No. 4071

C. J. Eldon, contractor on the construction of the North Santiam Highway Overcrossing and Mill Creek Bridge on the North Santiam Highway in Marion County, has requested an extension of time from September 30, 1954, to October 30, 1954, in which to complete the contract.

The specifications on this contract stated that the contractor should not drive the piling for the end bents of the North Santiam Highway overcrossing structure until the approach fills were in place. Inclement weather delayed the placing of these fills. Since the completion of the fills, the bridge contractor has made excellent progress.

In as much as the contractor was not responsible for this delay and as there has been no inconvenience to the traveling public, it is recommended that this extension of time be granted to the contractor without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/ds
Attached

RECEIVED
FOR FILING

[illegible]

4071

January 8, 1954

Mr. C. J. Eldon
3101 N. Columbia Blvd.
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4071, which was awarded to you by the State Highway Commission on December 10, 1953, covering the North Santiam Highway Overcrossing and Mill Creek Bridge on the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

[illegible]

[illegible]

December 14, 1953

Mr. C. J. Eldon
P. O. Box 3686
Portland 3, Oregon

Dear Sir:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4071 for construction of the North Santiam Highway Overcrossing and Mill Creek Bridge on the North Santiam Highway near Salem in Marion County. This award was based on your bid of $83,940.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-265(2)

4071

December 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4071 for Oregon Project S-265(2), Salem-Lancaster Drive ~~Section~~ of the North Santiam Highway, to C. J. Eldon of Portland, Oregon, low bidder in the amount of $83,940.00 at the December 10, 1953 bid opening.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

FORM E-90 5-263 (2)

4671

4624 S-265(2)

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
November 4, 1953

**SUBJECT:**

**To:**

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
C. WILLIAMS

Dear Sir:

I am returning herewith your Assignment No. 4624 which has to do with the vertical clearance of the flight path over the proposed North Santiam Highway connection just northerly from the Salem airport.

The closest distance from the end of the runway to the proposed highway improvement is 1,048 feet.

Booth explained this matter to Mr. Polk and gave him a map showing the distances and he advises me that Polk has all of the information he needs and is satisfied.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

No. 4624
By

## ASSIGNMENT

Date: **October 29, 1953**

Description: **Letter of October 27 by Mr. Polk regarding program approval of Item 236, Project S-265 (2), Salem to Lancaster Road and asking for information on vertical flight clearance**

Acknowledged by _____ Referred to **Cooper** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 11/4/53 Report received ________

Remarks: **Booth will have data.**
**WCW**

F.t.a. with report - Cooper

PLEASE RETURN TO
W. C. WILLIAMS

---

408 STATE HIGHWAY BLDG.
SALEM, OREGON

953

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Before recommending program approval of Item 236, Project S-265(2), Salem to Lancaster Road, we will need your written advice that the horizontal clearance between the proposed highway project and the N-S runway at McNary Airport provides a vertical flight clearance meeting the criteria established by the Commissioner's memorandum of July 30, 1948.

If known, please furnish the exact vertical flight distance that will be provided after giving consideration to differences in elevation of the runway and roadbed.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

NOTED
FORREST COOPER

RECEIVED
OCT 2 1953
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 27, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before recommending program approval of Item 236, Project S-265(2), Salem to Lancaster Road, we will need your written advice that the horizontal clearance between the proposed highway project and the N-S runway at McNary Airport provides a vertical flight clearance meeting the criteria established by the Commissioner's memorandum of July 30, 1948.

If known, please furnish the exact vertical flight distance that will be provided after giving consideration to differences in elevation of the runway and roadbed.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

NOTED
FORREST COOP

RECEIVED
OCT 2[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1953
FOR FILING

Salem, Oregon
October 23, 1953

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Building

Revised estimates for the grading, paving and structural work on the Salem-Lancaster Road Project call for a total of $310,000.

For this project, our 1954 Federal-aid Secondary Program provides $185,000.

To take care of this situation, the Commission should be requested to allot to this project $125,000 of the $143,000 now held as a reserve in the Division 2 portion of the 1955 Federal-aid Secondary Program.

S. H. Probert
Office Engineer

SHP:tp

[illegible] 1953

#4[illegible]

RECEIVED
FOR FILING

30-4216

# OREGON STATE HIGHWAY DEPARTMENT

(date)
July 16, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) 4072 | (EST. NO.) | (CONTRACTOR) |
| 4072 | 3-final | R. H. JONES |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 13896 | R-99062 | $1,300.00 | 7/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: June 25, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Assistant Secretary

NOTED ON CARD
8-12-54

Warrant Mailed: AUG [illegible] 1954

RECEIVED

4072

July 7, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

State Highway Contract No. 4072 for construction of the Cold Springs Overcrossing on the Columbia River Highway in Umatilla County was completed by the contractor, R. H. Jones, on June 25, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,300.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,239.10, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - C. A. Tomassene & Sons
100 Cascade Building
Portland 4, Oregon

Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

RECEIVED
FOR FILING

[illegible]

[illegible]

file

January 26, 1954

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4072, which was awarded to you on December 10, 1953 by the State Highway Commission, for construction of Cold Springs Overcrossing on the Columbia River Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded 1/26

RECEIVED

[illegible]

December 14, 1953

Mr. R. H. Jones
Rt. 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on December 10, 1953, awarded to you State Highway Contract No. 4072 for construction of the Cold Springs Overcrossing over the Pendleton-Cold Springs Highway at Cold Springs Junction in Umatilla County. This award was based on your bid of $11,932.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

✓

S-80(2) Canyonville-O'Shea Cr. Sec., 1953
Tiller-Trail Secon. Hwy.
#4073 [redacted]

RECEIVED
DEC 20 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4073 | 12-Final | A. H. Saxton & Son |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25374 | B-138767 | $ 2,563.64 | 12/19/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: to Aug. 31, 1955 without penalty

Completion Date: Aug. 31, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1955

Ruth Rawlings

[illegible]

RECEIVED
DEC 7 - 1955
FOR FILING

| |
|---|
| |
| [illegible] |
| 4-73 |

December 7, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4073 for work performed on the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County was completed by the contractor, A. H. Saxton & Son, on August 31 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $2,563.64 will be released to the contractor on or after December 17, 1955. The total contract amount is $85,328.60, of which amount $245.44 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123 [illegible] REVISED 2-[illegible]

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

[illegible]. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from July 1, 1955 to August 31, 1955 within which to complete your contract No. 4073, covering the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Clay Cornett,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

[illegible]. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from July 1, 1955 to August 31, 1955 within which to complete your contract No. 4073, covering the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Clay Cornett,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 14 1955
FOR FILING

[illegible]

October 14, 1955

Request for extension of time
No. 17
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. H. Saxton & Son for an extension of time on the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway, Contract No. 4073, from July 1, 1955 to August 31, 1955.

All work on this project was completed in 1954 with the exception of the oiling of the shoulders. This work was delayed until such time as the contractor had an oil crew in the immediate vicinity, but the delay caused no added expense or inconvenience to the State.

I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:dt me

Enclosure

cc Mr. H. G. Smith

RECEIVED
OCT 17 1955
FOR FILING

[illegible]
[illegible]

October 14, 1955

Mr. F. C. Hessler, Assistant Auditor
California-Pacific Utilities Company
405 Montgomery Street
San Francisco 4, California

Dear Sir:

Your letter of August 26 requested information regarding payment of two billings from your Company, one in the amount of $877.58 and the other in the amount of $1,684.25. A check of our records indicates that the bills presented by you on December 8, 1954 were forwarded to Division Engineer Tom Edwards at Roseburg under date of December 14 for checking. We are advised that he returned the billings to your Company with the request that certain itemized invoices be submitted to accompany them. Mr. Edwards on September 1, 1955 again requested the itemized statements, but our records do not indicate that they have yet been submitted by the California-Pacific Utilities Company.

If you will submit the requested information we will process the billings for payment as speedily as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. Tom Edwards

FORM E30—50M—2-55—62906

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 7, 1955
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NO
W. C. WILLIAMS

Dear Sir:

Reference is made to Assignment No. 6046 pertaining to an inquiry from the California Pacific Utilities Company regarding billings for line relocations near Myrtle, Douglas County, Oregon.

A check of our files revealed that these bills were sent to Mr. Edwards on December 14, 1954. I checked with Mr. Edwards and find that these bills had been returned to the company with the request that itemized invoices be submitted to accompany them.

Apparently, the company had never resubmitted the bills and Mr. Edwards again, on September 1, requested the itemized statements. To my knowledge, they have not been received by the field or the Salem office.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:dt

ASSIGNMENT

Date: August 29, 1955 No. 6046 By wcw

Description: Letter of August 26 by F. C. Hessler, Assistant Auditor, California-Pacific Utilities Company, San Francisco, asking about statements covering billings on line relocations in Douglas County, near Myrtle, Oregon, forwarded December 8, 1954.

Acknowledged by_____ Referred to Smith ✓

__ Investigate and report with recommendation
XX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: What happened to the Dec. 8 billing? WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-10-55 Report Received__________

---

FIC UTILITIES COMPANY
TGOMERY STREET
FRANCISCO 4

st 26, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ment

ngineer

54, we forwarded statements to you
elocations in Douglas County, near

as for $877.58 covered by your Con-
ing was for $1,684.25 covered by
te, we have not received payment
billings.

dvise if there is any additional
to process these billings for payment. If all the necessary information is in your hands, may we please have your remittance in the amount of $2,561.83 covering the two billings mentioned above.

Very truly yours,

F. C. Hessler

F. C. Hessler,
Assistant Auditor

FCH:mh

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

CALIFORNIA-PACIFIC UTILITIES COMPANY
405 MONTGOMERY STREET
SAN FRANCISCO 4

YUKON 6-0433

August 26, 1955

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention: State Highway Engineer

Gentlemen:

On December 8, 1954, we forwarded statements to you covering billings on line relocations in Douglas County, near Myrtle, Oregon.

The one billing was for $877.58 covered by your Contract #4073; the other billing was for $1,684.25 covered by your Contract #4153. To date, we have not received payment for either one of these two billings.

Will you please advise if there is any additional information needed in order to process these billings for payment. If all the necessary information is in your hands, may we please have your remittance in the amount of $2,561.83 covering the two billings mentioned above.

Very truly yours,

F. C. Hessler

F. C. Hessler,
Assistant Auditor

FCH:mh

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—1684

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 24, 1955, 19

Section Canyonville - O'Shea Creek

Kind of work Grade & Pave

Highway Tiller - Trail

Section prefix 110-1091

Contractor A. H. Saxton & Son

Contract number 4073

Date of contract Dec. 11, 1953, 19

Date of completion Aug. 31, 1954, 19

Date work started Dec. 28, 1953, 19

Estimated date of completion Aug. 31, 1955, 19

Project authorization $ 97,651.69

Exclusive of Engineering $ 90,707.57

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 91068.21

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 6944.12

Engineering cost to date $ 6815.00, 98.1 %

Date project was completed Aug 31, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and delivered to Division Office 9/23/55

Final Report.

NOTED
OSCAR [illegible]

NOTED
[illegible] SMITH

NOTED
L. H. Young

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. C. Gall

Address Box 466, Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.585 | 0.585 | | 0.585 | 0.63 |
| Miles partially completed | All | All | | All | All |
| Miles completed | " | " | | " | " |
| Total estimated quantities | 41,489.7 | 12,283 | | 21.27 ton | 2003.46 ton |
| Estimated quantities moved or placed to date | " | " | | " | " |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
OCT 4 1955
FOR FILING

#6

S-7-(2)

4073

Papers furnished to Mr. H. B. Glaisyer in connection with Subpoena No. 17362 in the Circuit Court of Douglas County, Roseburg, September 19, 1955:

1. Abandonment agreement with Douglas County, dated December 11, 1953 - Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway.

1. Abandonment resolution on the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway, adopted January 18, 1955.

1. Minute excerpt, July 10, 1952 - Adoption of survey.

1. Mr. W. C.Williams' letter of June 17, 1952 recommending approval of survey.

1. Resolution adopting survey.

1. Copy of map 7B-13-18, referred to in resolution adopting survey.

2. Proposal as submitted by A. H.Saxton & Son for Contract 4073.

2. Contract 4073 awarded to A. H. Saxton & Son.

3. Estimate vouchers Nos. 1 through 10-a, from January 10, 1954 to October 10, 1954.

(Note: This contract was completed August 31, 1955 but the estimated voucher for work done to August 31, 1955 has not yet been completed).

4. Contract has not yet been accepted.

5. Plans furnished with Contract 4073.

5. Field Engineer's weekly reports from December 31, 1953 to November 14, 1954.

5. Mr. W. C. Williams' letter to Mr. C. G. Polk, dated September 2, 1955, advising that contract was completed on August 31, 1955.

10 (2)

Portland, Oregon
July 10, 1952
Volume 37, Part 2
Page 20198

The State Highway Commission convened in regular session at 9:00 a.m. Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistand State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

***************

The Engineer reported that the surveys for the following highway sections have been completed, and he asked the Commission to approve and adopt them as the permanent locations of the highway sections to which they refer:

(1) Relocation survey for the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County, 3.4 miles in length.

(2) Canyonville East Section of the Tiller-Trail Secondary Highway, 1.1 miles in length, in Douglas County.

The Engineer exhibited maps showing the two highway sections and explained details. As a result of careful consideration and study, the Commission unanimously approved both surveys by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

***************

---

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing excerpt from the Hwy Commission minutes with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 16th day of Sept, 1955

H B Glaisyer
Secretary

(2)

Portland, Oregon
July 10, 1952
Volume 37, Part 2
Page 20198

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H. B. Glaisyer, Secretary

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Dated this 16th day of Sept, 1955

H B Glaisyer Jr
Secretary

FORM E-100X 37,000 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4.0

June 17, 1952

Oregon State Highway Commission

Gentlemen:

I submit herewith a sketch of the relocation of a 1.1-mile section of the Tiller-Trail Secondary Highway immediately east of Canyonville. You will notice that the existing highway makes a circuitous routing into Canyonville and the approach to Main Street, which is the existing Pacific Highway south of Canyon Creek, is quite hazardous. This improvement has long been advocated by users of the Tiller-Trail Highway.

The improvement of this section is tentatively listed in the third year of the current federal-aid program as:

> Tiller-Trail. Canyonville East, 1.0 mile grading, surfacing, and bridge - $85,000

This matter will be on the next agenda, and I recommend your approval of the survey, so that right-of-way negotiations may be conducted well in advance of calling for bids, which supposedly will be sometime during 1953.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Enclosure

MAP

S+C

EXHIBIT E
COM MEETING 7-10-52

# RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway in Curry County and also authorized and directed the Engineer to make a complete and final survey of the route and location of the Canyonville-East Section of the Tiller-Trail Secondary Highway in Douglas County, and in connection therewith to prepare maps showing the route and location of each of the said highway sections and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering date, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1-a. That the survey of the Brushes Creek-Rinehart Creek Section of the Oregon Coast Highway, beginning at Engineer's Station 416+00, a short distance south of Bear Trap Creek near Humbug Mountain State Park, and extending southerly to Engineer's Station 595+00 north of Myrtle Creek, together with the map, which for identification purposes bears Map File No. 5B-1-19 and the date of June, 1952, field notes and other engineering data submitted by the Engineer, hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

Accepted by Highway Commission
Date July 10, 1952
Secretary

OFFICE COPY

OFFICE COPY

1-b That the survey of the Canyonville-East Section of the Tiller-Trail Secondary Highway in Douglas County, beginning at Engineer's Station 0+00 at the intersection of Third Street and Main Street in the city of Canyonville and extending in an easterly direction to Engineer's Station 58+26.8, a distance of approximately one mile, together with the map, which for identification purposes bears Map File No. 7B-13-18 and the date of June, 1952, field notes, and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys, said approval and adoption shall also be deemed and constituted as notice to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

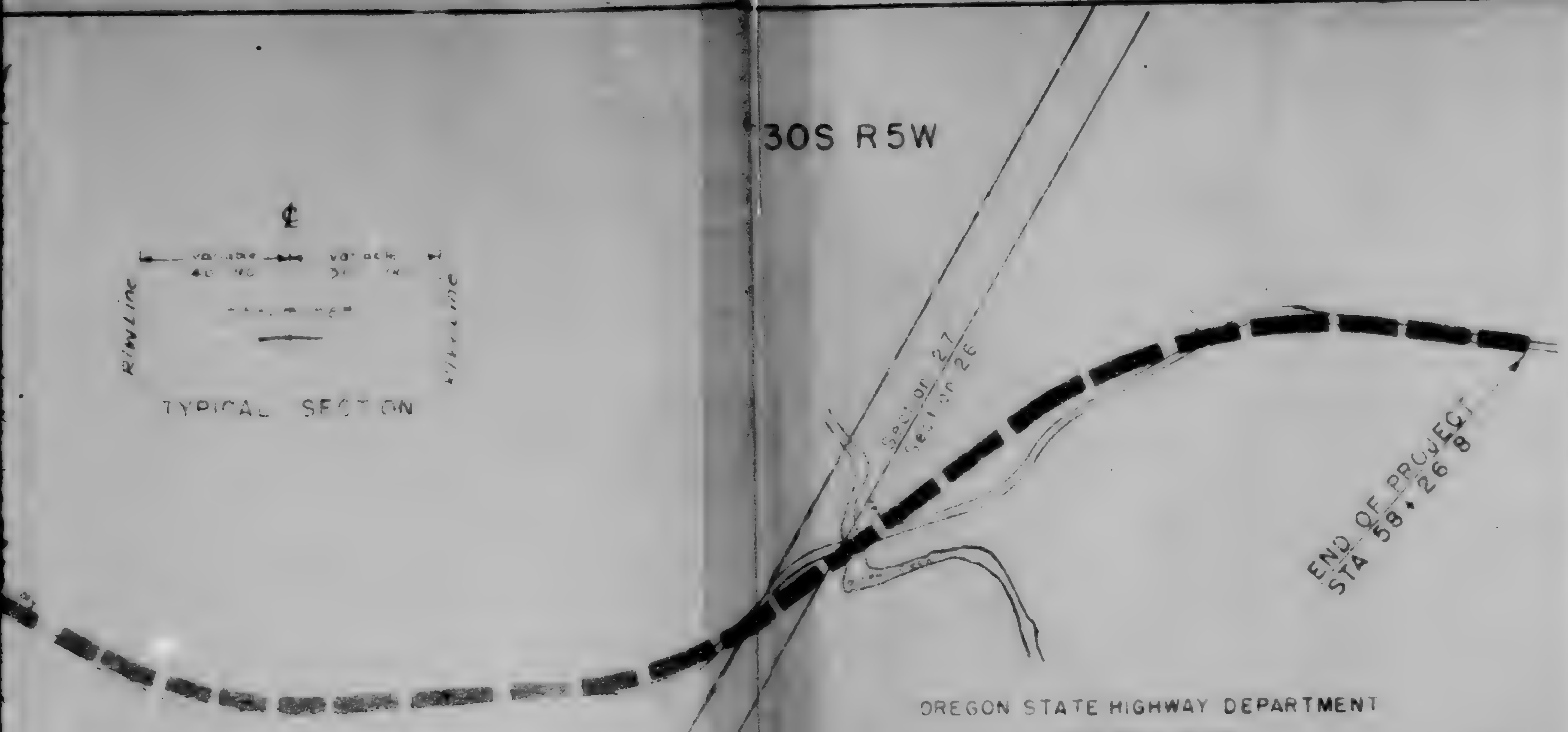
4. That this resolution be entered in the minutes and records of the Commission as of the 10th day of July, 1952.

---------------

I, H. B. Glaisyer, hereby [illegible] duly appointed, qualified and acting Secre[illegible] Highway Commission; that I have compa[illegible] resolution adopting surveys [illegible] the original thereo[illegible] same is a true and correct copy of s[illegible] thereof.

Dated this 16th [illegible] Sept, 1955

Secretary


30S R5W
℄
variable 40 40
variable 30 30
R/W Line
R/W Line
TYPICAL SECTION
Section 27
Section 26
END OF PROJECT
STA 58+26.8

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

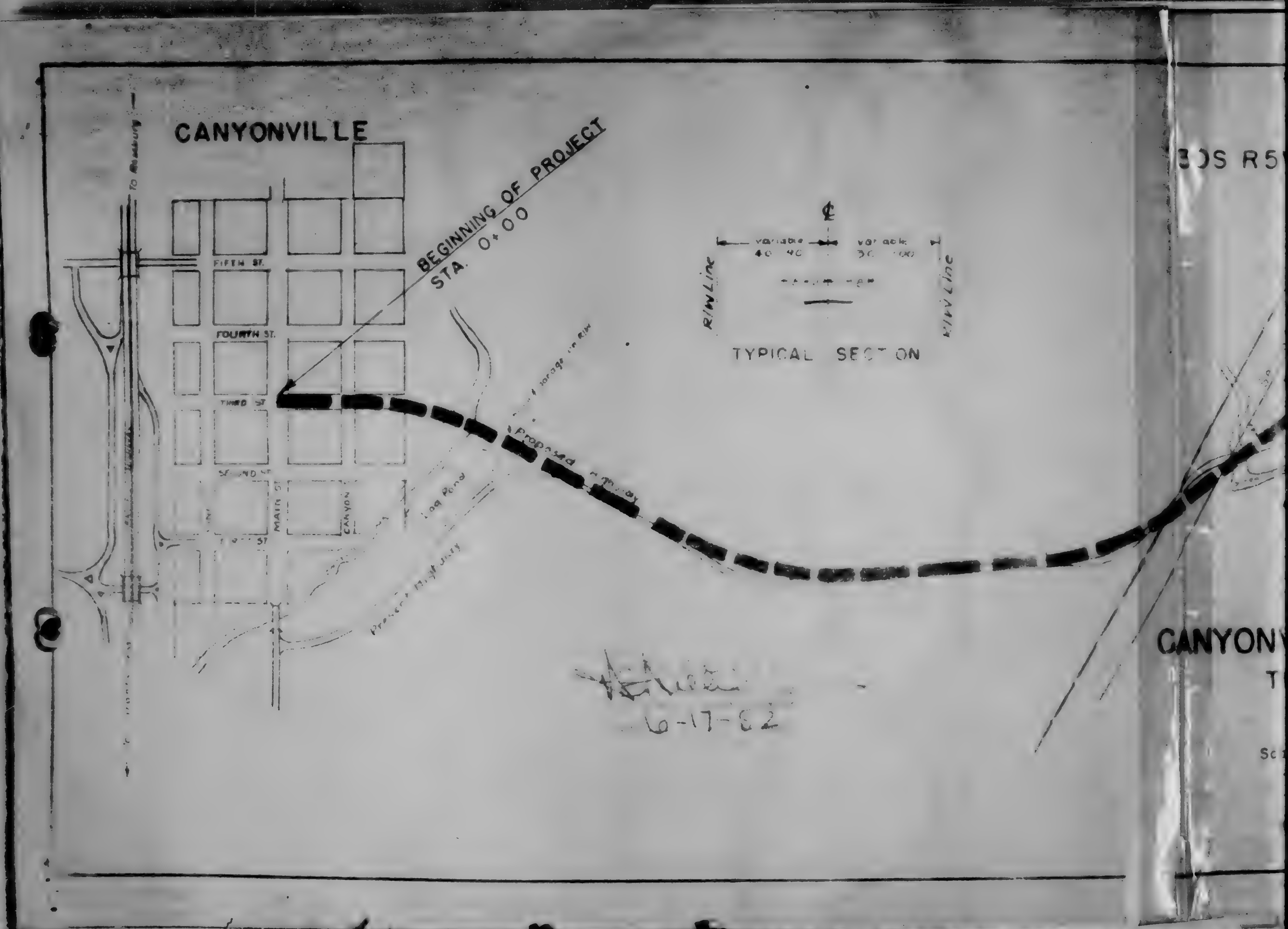
# CANYONVILLE EAST SECTION

## TILLER-TRAIL HIGHWAY

DOUGLAS COUNTY

Scale 1" = 400' June, 1952

See Drg. No. 7B-13-18


CANYONVILLE
BEGINNING OF PROJECT
STA. 0+00
To Roseburg
FIFTH ST.
FOURTH ST.
THIRD ST.
SECOND ST.
FIRST ST.
MAIN ST.
CANYON
Log Pond
Present Highway
Proposed Highway
Storage on R/W
R/W Line
R/W Line
variable
40 - 40
variable
30 - 100
TYPICAL SECTION
30S R5
CANYONV
T
Sc

6-17-82

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

FRED WILSON (POP) GREEN and )
BERTHA M. GREEN, )
Plaintiffs, ) No. 17362
vs. ) SUBPOENA
STATE OF OREGON, by and through its )
State Highway Commission comprised of )
Ben R. Chandler, Charles H. Reynolds, )
and M. K. McIver, )
Defendant. )

Served 9:20 AM Sept. 15, 1955

NOTED
W. G. WILLIAMS

STATE OF OREGON )
) ss.
County of Douglas )

THE STATE OF OREGON, To: H. B. GLAISYER, Secretary State Highway
Commission, State Highway Building, Salem, Ore.

YOU ARE HEREBY COMMANDED to appear in the Circuit Court of the State of Oregon for the County of Douglas, in the Court House as it is now located at 225 North Kane Street, being the old St. Joseph School in the City of Roseburg, Douglas County, Oregon, on the 19th day of September, 1955, at 10:00 o'clock in the morning, then and there to testify in the above entitled action wherein Fred Wilson (Pop) Green and Bertha M. Green are plaintiffs and the State of Oregon by and through the State Highway Commission is the defendant on the part of plaintiff, and to bring with you any books, maps, documents, files, under your control, namely:

1. Agreement made on the 11th day of December, 1953, between the State of Oregon by and through its State Highway Commission, Douglas County, and the City of Canyonville involving the relocation of a section of the Tiller-Trail Secondary Highway, otherwise designated as State Highway No. 230 in Douglas County.

2. Contract between the State Highway Commission and A. H. Saxton and Sons bearing number 4073 and any contract or agreement covering the construction of highway relocation on Canyonville-Tiller Highway starting at Canyonville, Oregon, and proceeding East approximately 0.59 miles.

3. Record of payments to A. H. Saxton & Sons with regard to said construction done.

4. State Highway Commission's acceptance of said project of relocation set out in 1. above.

5. Any and all construction plans, maps, profiles, and reports on said relocation set out and described in 2. and 1. above.

referring to said relocation of said portion of highway running East from said Canyonville, Oregon, to Tiller, Oregon, and known as Tiller-Trail Secondary Highway and being involved in the above entitled action. And for failure to attend you may be punished as for contempt of court, and will be liable to pay all damages sustained thereby to the party requiring your attendance, and forfeit the sum of $50.00 in addition thereto.

Witness my hand, and seal of said Court, affixed this 14th day of September, 1955.

Chas. Doerner
County Clerk

By Aurvilla M. Green

(OMITTING THE FOREGOING TITLE OF COURT AND CAUSE AS IN THE ABOVE SUBPOENA SET FORTH)

## ORDER

It appearing from the Affidavit of Robert G. Danielson that the testimony of H. B. Glaisyer is material to this case, and his oral examination important and desirable, and the records, books, maps, documents and files requested are important and desirable,

IT IS HEREBY ORDERED that said H. B. Glaisyer attend as required by the foregoing Subpoena, on the payment or tender of double his legal fees.

/S/ Carl E. Wimberly
Circuit Judge

STATE OF OREGON )
) ss.
County of Marion. )

I HEREBY CERTIFY that the foregoing is a true and correct copy of the original subpoena, and of the whole thereof.

Denver Young, Sheriff

By ______ Deputy

RECEIVED
SEP 6 - 1955
FOR FILING

September 2, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1955 on Contract No. 4073, Canyonville-O'Shea Creek Section, in Douglas County, in connection with Federal Aid Project No. S-60(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ls

cc: John Cattrall

RECEIVED
DEC 17 1954
FOR FILING

S [illegible](2)
[illegible]

December 16, 1954

[illegible] M. Saxton & Son
Route [illegible]
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from August 31, 1954 to July 1, 1955 within which to complete your contract No. [illegible] covering the Canyonville-[illegible] Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Clay Cornett,
Resident Engineer

[illegible] G. Smith,
Construction Engineer

RECEIVED
DEC 1954
FOR FILING

5-[illegible]
4073
5552

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copy of a letter and two copies of a bill from the California-Oregon Power Company covering work done on Contract No. 4153 and two copies of a bill for work done on Contract No. 4073.

Will you kindly have these bills checked and, if in order, approve and forward through the usual channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Enc.

cc: W. C. Williams

F

RECEIVED
DEC 15 [illegible]
FOR FILING

FORM [illegible] BOX [illegible]
[illegible]
4073

5552

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

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Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Enc.

cc: W. C. Williams

ASSIGNMENT

ate: December 10,1954 No. [illegible]2 By LVCLV

escription: Letter from J. B. Jones, Auditor, Calif.-Pac. Utilities Co., 405 Montgomery St., San Fran. 4, 12-8-54, enc. 2 statements in dup. for relocating telephone lines due to hwy constr. in Douglas Co., Contracts 4153 and 4073.

Acknowledged by_____ Referred to H. G. Smith

_ Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.________
✓ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Check, and, if found OK, process for payment.

Executed 12-14-54 Report Received__________

---

FIC UTILITIES COMPANY
GOMERY STREET
FRANCISCO 4

ber 8, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTE
W. C. WILLIAMS

artment

y Engineer

ts covering the work performed by
on with the relocation of telephone lines
ion in Douglas County, Oregon, under
73.

end is so near, we would appreciate
l expedite payment.

Yours very truly,

J B Jones

J. B. Jones,
AUDITOR

JBJ:GF

Enc.

CALIFORNIA-PACIFIC UTILITIES COMPANY
405 MONTGOMERY STREET
SAN FRANCISCO 4

YUKON 6-0433

December 8, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: State Highway Engineer

Gentlemen:

We enclose statements covering the work performed by this Company in connection with the relocation of telephone lines due to highway construction in Douglas County, Oregon, under Contract No. 4153 and 4073.

Inasmuch as the year end is so near, we would appreciate it very much if you could expedite payment.

Yours very truly,

J B Jones

J. B. Jones,
AUDITOR

JBJ:GF

Enc.

STATEMENT

Oregon State Highway Department
Salem, Oregon
Attn: State Highway Engineer

IN ACCOUNT WITH
CALIFORNIA-PACIFIC UTILITIES COMPANY
405 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA

DATE December 8, 1954

TERMS

To bill you for work performed by California-Pacific Utilities Company in connection with the moving of telephone lines on the Canyonville - O'Shea Creek Project. Order for State Force Work SFO#2 - dated May 25, 1954. Contract #4073 - S-80 (2). Total Estimated Cost to State $855.00.

| | | |
|---|---|---|
| New Materials | $ 683 | 92 |
| Labor | 529 | 76 |
| Transportation | 65 | 00 |
| Less Credit for salvage (deduct) | 401 | 10 |
| | $ 877 | 58 |

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to A. H. Saxton & Son a portion of the funds heretofore retained by the Commission on contract No. 4073, for the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

This payment in the amount of $3,893.35 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,485.51. The present payment will be released on or after December 10, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-30-54 gl

8

RECEIVED
NOV 29 1954
FOR FILING

5-80(1)
4073

November 29, 1954

Request for extension of time
No. 24
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. H. Saxton & Son for an extension of time on the Canyonville-O'Shea Creek Section, Contract No. 4073, from August 31, 1954 to July 1, 1955.

All work was completed on this project with the exception of the oiling of the shoulders, and this work was deferred at the order of the Engineer. The section is in use, and there will be no inconvenience or additional cost.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me

Enclosure

cc Mr. H. G. Smith

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OV 24 1954
OR FILING

5-[illegible] (2)
4073

November 23, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Canyonville-O'Shea Creek Contract No. 4073, from August 31, 1954 to July 1, 1955, to A. H. Saxton & Son, contractors.

All work was completed on this project with the exception of the oiling of the shoulders and this work was deferred at the order of the engineer. The section is in use and there will be no additional cost or inconvenience, and I therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

Form PR 2 (Revised 1950)

1166

State Oregon

Federal Aid Secondary Project No. S-80(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of October, 1953, a program, which was approved on the 10th day of November, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-one thousand and 00/100 dollars ($51,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of act of legislature by which authorized) Chapter 529, Laws 1939.

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+40 on Third Street at Main in Canyonville and survey station 34+50 in the SE 1/4, Section 27, T. 30 S., R. 5 W., W.M., without exception,

, length 0.646 miles, in Douglas County, being Oregon Federal Aid / Secondary project No. S-80(2), consisting of 0.623 miles of roadway and one bridges ~~each~~ of more than 20 feet clear span, 0.023 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-one thousand and 00/100 dollars ($51,000.00), which does not exceed the authorized Federal pro rata share of ninety-three thousand, five hundred fifty-six and 65/100 dollars ($93,556.65), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

APR 8 1924
FEB 16 192

Oregon State Highway Department

Federal Aid Secondary
Project No. S-80 (2)

## CANYONVILLE-O'SHEA CREEK SECTION
## OF THE TILLER-TRAIL HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

### Type Code 6201
### Roadway (Sta. 0+40 to 14+50) (Contract No. 4073)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 2,500.00 |
| 70 | cu. yds. | Structural Excavation, Unclassified | $ 4.00 | 280.00 |
| 43,000 | cu. yds. | General Excavation, Unclassified | 0.34 | 14,620.00 |
| 135,000 | yd. sta. | Short Overhaul | 0.02 | 2,700.00 |
| 420 | C-yd. sta. | Long Overhaul | 0.50 | 210.00 |
| 0.59 | mi. | Finishing Roadbed and Slopes | 1,000.00 | 590.00 |
| 2,700 | lin. ft. | Rounding Cutbanks | 0.15 | 405.00 |
| 330 | lin. ft. | 12-inch Concrete Pipe | 2.50 | 825.00 |
| 60 | lin. ft. | 18-inch Concrete Pipe | 4.50 | 270.00 |
| 11,400 | cu. yds. | Selected Roadbed Topping | 0.60 | 6,840.00 |
| 30,000 | yd. mi. | Hauling Roadbed Topping | 0.15 | 4,500.00 |
| 1,400 | cu. yds. | 3/4" – 0 Material in Leveling Course and Shoulders | 3.00 | 4,200.00 |
| 260 | M-gal. | Sprinkling | 3.00 | 780.00 |
| 90 | cu. yds. | 3/4" – 0 Material in Binder Course | 3.85 | 346.50 |
| 14 | tons | RC-3 Asphalt in Binder Course | 50.00 | 700.00 |
| 2,000 | tons | Class "B" Asphaltic Concrete | 8.50 | 17,000.00 |
| 140 | cu. yds. | Aggregate in Shoulder Oiling | 4.50 | 630.00 |
| 14 | tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 700.00 |
| | | | Subtotal | $58,096.50 |
| | | | 10% Engr. & Cont. | 5,809.65 |
| | | | Total | $63,906.15 |

### Type Code X020
### Canyon Creek Bridge (Sta. 6+52 to Sta. 7+72) (Contract No. 4073)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Excavation for Structure | $ 10.00 | $ 1,400.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 20.00 | 100.00 |
| 225 | cu. yds. | Class "A" Concrete | 68.00 | 15,300.00 |
| 58,000 | lbs. | Metal Reinforcement | 0.1225 | 7,105.00 |
| 260 | lin. ft. | Metal Rail | 11.50 | 2,990.00 |
| 20 | lin. ft. | 8-inch Metal Drain Pipe | 3.00 | 60.00 |
| | | | Subtotal | $26,955.00 |
| | | | 10% Engr. & Cont. | 2,695.50 |
| | | | Total | $29,650.50 |

| | |
|---|---|
| Length of Roadway | 0.623 Mile |
| Length of Structure | 0.023 Mile |
| Total Length | 0.646 Mile |
| Cost of Roadway per Mile | $102,578.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $63,906.15 | $34,837.00 | $29,069.15 |
| Structure | 29,650.50 | 16,163.00 | 13,487.50 |
| | $93,556.65 | $51,000.00 | $42,556.65 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-80 (2)

## CANYONVILLE-O'SHEA CREEK SECTION
## OF THE TILLER-TRAIL HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 18, 1953

Type Code 6201
Roadway (Sta. 0+40 to 34+50)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 2,000.00 |
| 70 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 210.00 |
| 43,000 | cu. yds. | General Excavation, Unclassified | 0.40 | 17,200.00 |
| 135,000 | yd. sta. | Short Overhaul | 0.02 | 2,700.00 |
| 420 | C-yd. sta. | Long Overhaul | 0.50 | 210.00 |
| 0.59 | mile | Finishing Roadbed and Slopes | 1,000.00 | 590.00 |
| 2,700 | lin. ft. | Rounding Cutbanks | 0.20 | 540.00 |
| 330 | lin. ft. | 12-inch Concrete Pipe | 2.25 | 742.50 |
| 60 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 210.00 |
| 11,400 | cu. yds. | Selected Roadbed Topping | 0.45 | 5,130.00 |
| 30,000 | yd. mi. | Hauling Roadbed Topping | 0.14 | 4,200.00 |
| 1,400 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 3.50 | 4,900.00 |
| 260 | M-gal. | Sprinkling | 3.00 | 780.00 |
| 90 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.50 | 405.00 |
| 14 | tons | RC-3 Asphalt in Binder Course | 55.00 | 770.00 |
| 2,000 | tons | Class "B" Asphaltic Concrete | 9.50 | 19,000.00 |
| 140 | cu. yds. | Aggregate in Shoulder Oiling | 4.50 | 630.00 |
| 14 | tons | 150-200 Asphalt in Shoulder Oiling | 55.00 | 770.00 |
| | | | Subtotal | $60,987.50 |
| | | | 10% Engr. & Cont. | 6,098.75 |
| | | | Total | $67,086.25 |

Type Code X021
Canyon Creek Bridge (Sta. 6+52 to Sta. 7+72)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Excavation for Structure | $ 10.00 | $ 1,400.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 225 | cu. yds. | Class "A" Concrete | 65.00 | 14,625.00 |
| 58,000 | lbs. | Metal Reinforcement | 0.115 | 6,670.00 |
| 260 | lin. ft. | Metal Rail | 12.00 | 3,120.00 |
| 20 | lin. ft. | 8-inch Metal Drain Pipe | 2.00 | 40.00 |
| | | | Subtotal | $25,930.00 |
| | | | 10% Engr. & Cont. | 2,593.00 |
| | | | Total | $28,523.00 |

| | |
|---|---|
| Length of Roadway | 0.623 mile |
| Length of Structure | 0.023 mile |
| Total Length | 0.646 mile |
| Cost of Roadway per Mile | $107,682.58 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $67,086.25 | $35,785.00 | $31,301.25 |
| Structure | 28,523.00 | 15,215.00 | 13,308.00 |
| | $95,609.25 | $51,000.00 | $44,609.25 |

RECEIVED
FEB 17 1954
FOR FILING

S-80(2)

4073

**OREGON STATE HIGHWAY DEPARTMENT**
INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954
SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between A. H. Saxton & Son and O. E. Joelson, covering Items 19 to 24, inclusive, on the Canyonville-O'Shea Creek Contract No. 4073, Oregon S-80 (2), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams
2 - C. G. Polk

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JAN [illegible]
FOR FILING

[illegible]

January 8, 1954

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4073, which was awarded to you on December 11, 1953 by the State Highway Commission, covering the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

S-80(2)

4073

January 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 28, 1953 on Contract No. 4073, Canyonville-O'Shea Creek Section, in connection with Federal Aid Project No. S-80 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

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FOR FILING
[illegible]
4

December 14, 1953

A. H. Saxton & Son
Rt. 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953, awarded to you State Highway Contract No. 4073 for 0.59 mile of grading, 0.63 mile of paving and bridge construction on the Canyonville-O'Shea Creek Section of the Tiller-Trail Secondary Highway, east from Canyonville in Douglas County. This award was based on your bid of $85,051.50, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4293

December 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-80 (2), Canyonville-O'Shea Creek Section of the Tiller-Trail Highway, to A. H. Saxton & Son of Corvallis, Oregon, low bidder in the amount of $85,051.50 at the December 11, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

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FILING

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-80(2)
4073

S-80(2)

November 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-80(2), Canyonville-O'Shea Creek Section of the Tiller-Trail Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward the usual copies of an encroachment resolution from the City of Canyonville covering the proposed construction within the city limits.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

CANYONVILLE - DAYS CREEK SECTION, W. UNIT

DRG. NO. 7B-13-18

Canyonville - Days Creek Sec

7B-13-18

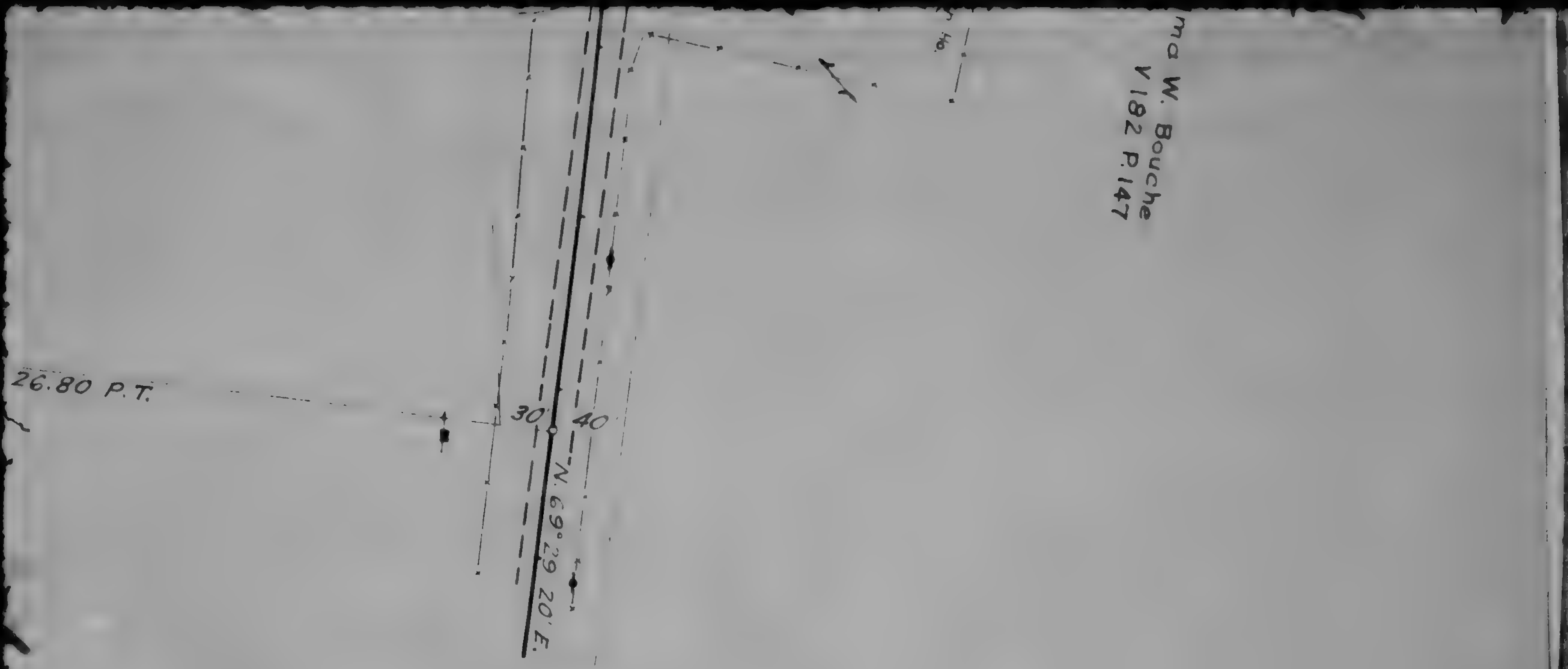
I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Map 7B-13-18

with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 16th day of Sept, 1955

H B Glaisyer

Secretary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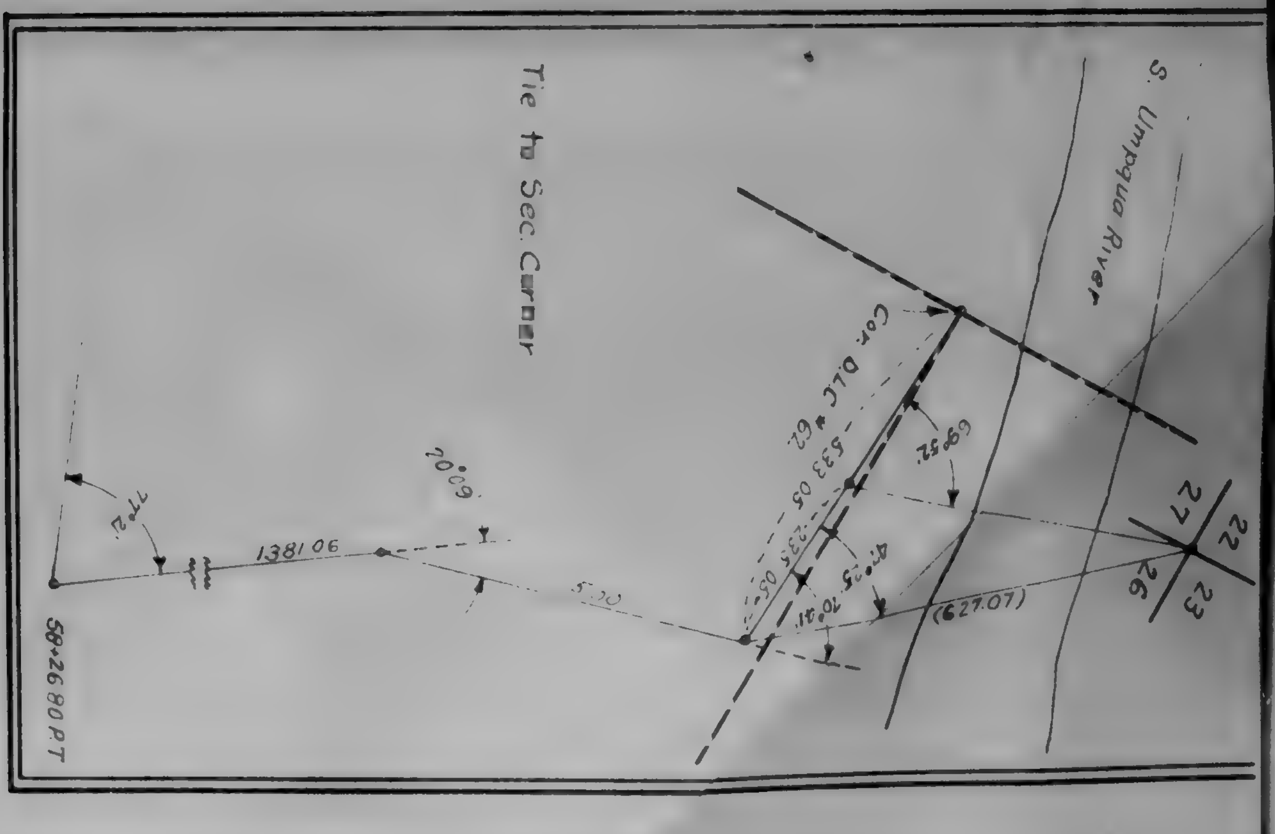
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Cor. D.L.C. #62
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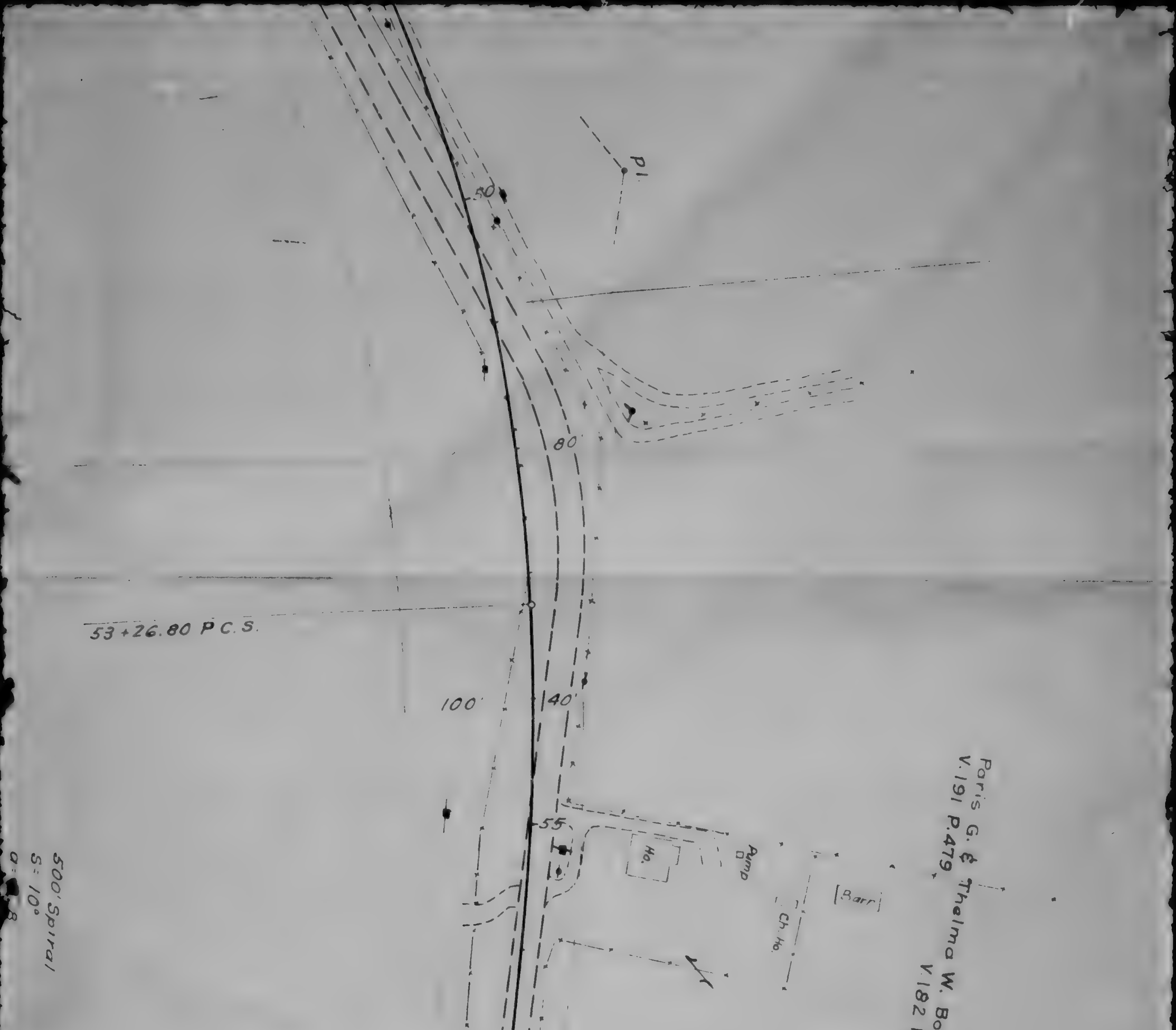
233.05
69°52'
41°25'
10°31'
(627.07)
22
27
23
26
60°02'
1381.06
500
77°21'
58+26.80 P.T.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Paris G. & Thelma W. Bouche
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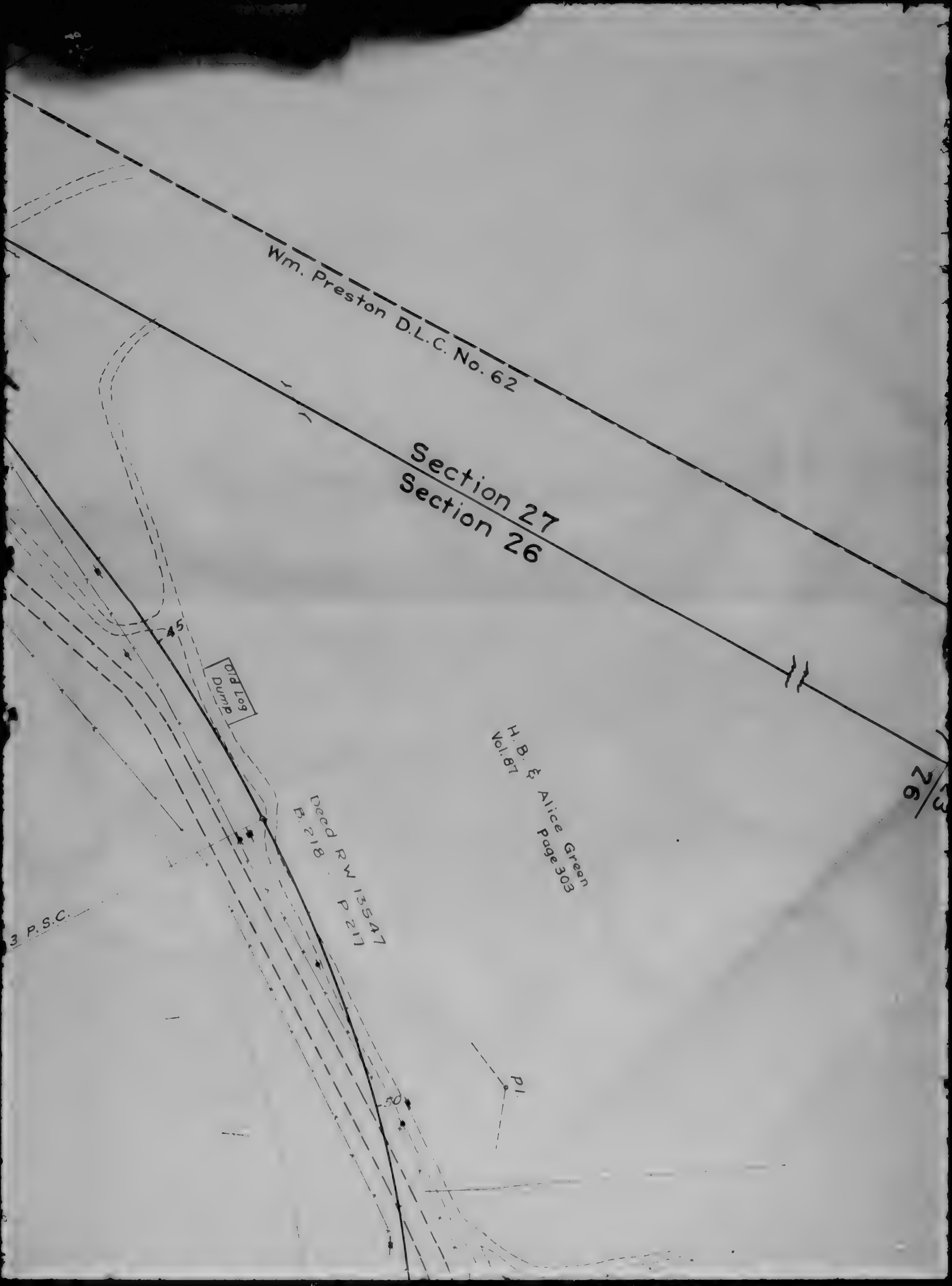
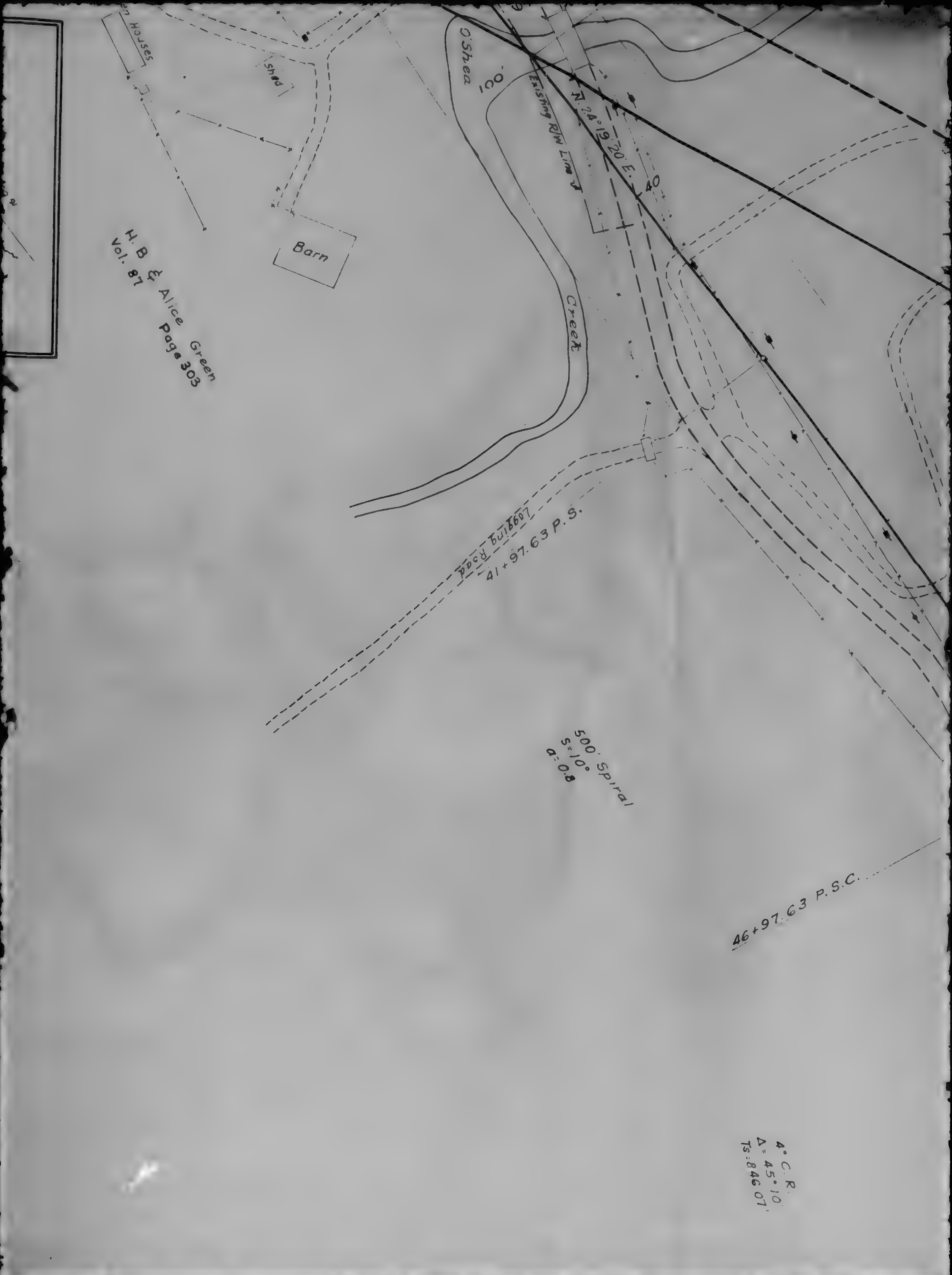
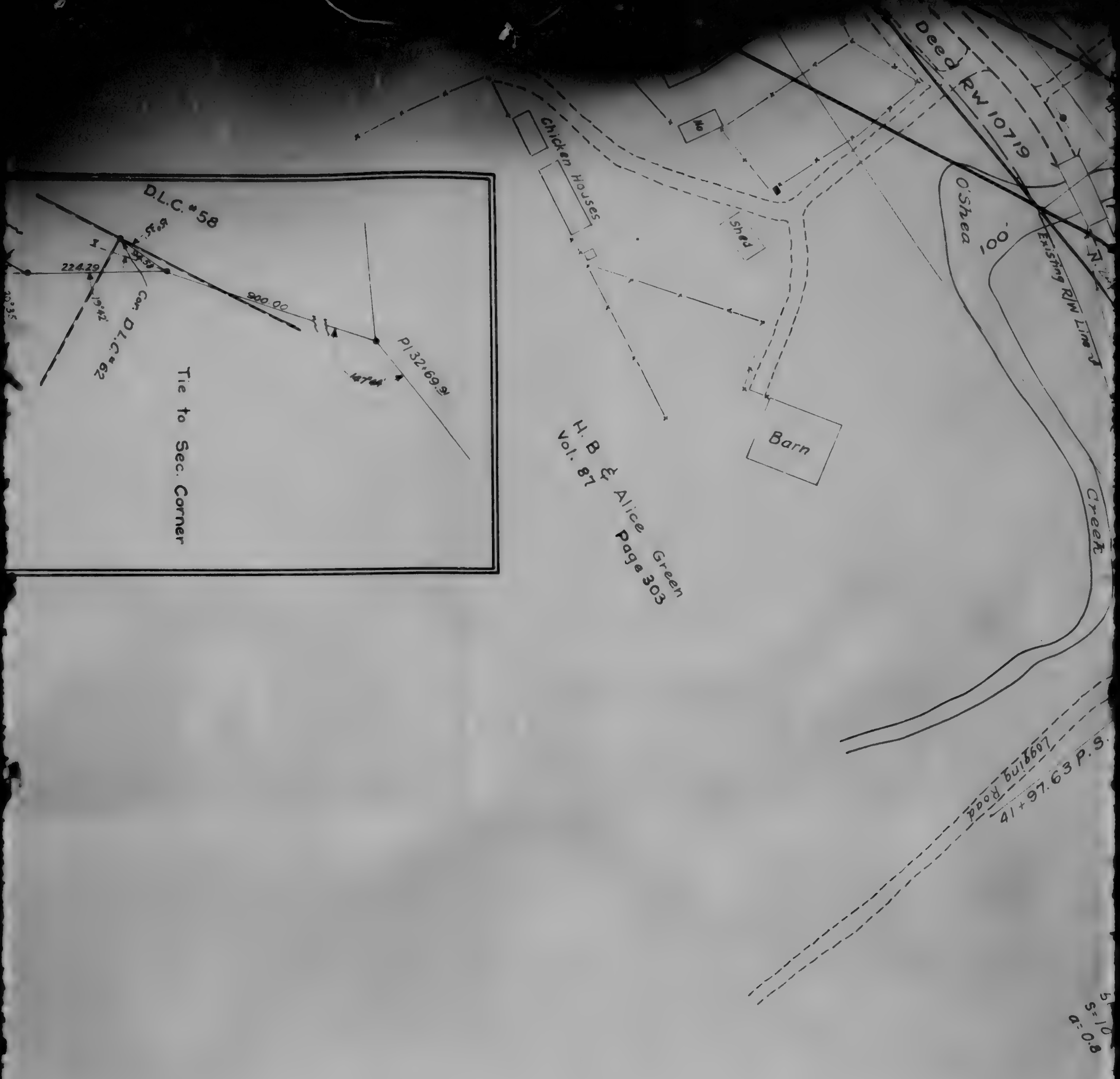
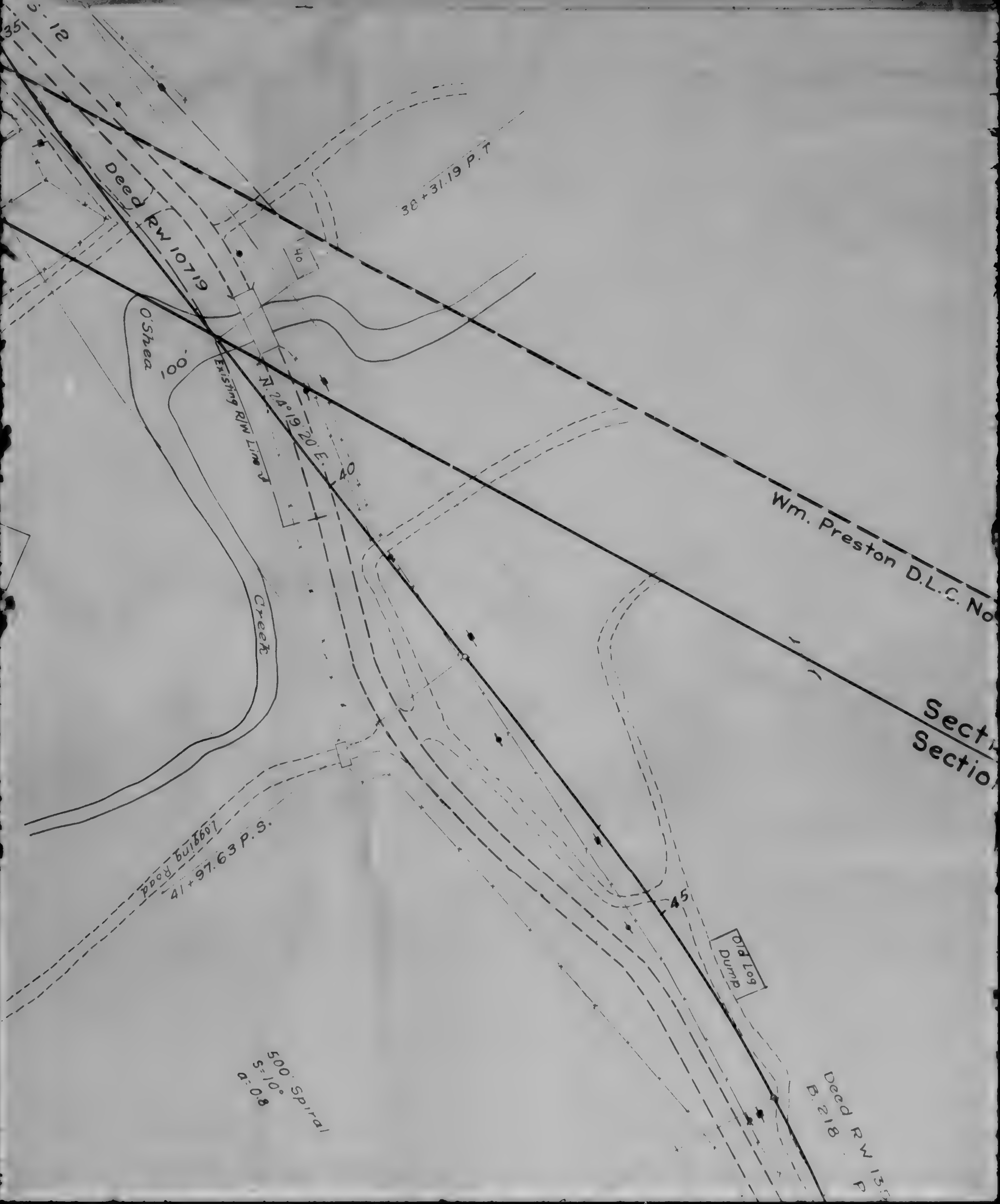

Wm. Preston D.L.C. No. 62
Section 27
Section 26
Old Log Dump
45
H.B. & Alice Green
Vol.87 Page 303
Deed R.W 13547
P. 218 P. 217
3 P.S.C.
50
P.I.
26
3



n Houses
shed
Barn
H. B. & Alice Green
Vol. 87 Page 303
O'Shea Creek
100'
Existing R/W Line
N. 28°19'20" E.
40
Logging Road
41+97.63 P.S.
500' Spiral
s=10°
a=0.8
46+97.63 P.S.C.
4° C.R.
Δ=45°10'
Ts=846.07'


D.L.C. #58
224.29
900.00
Cor. D.L.C. #62
P.I. 32+69.9
Tie to Sec. Corner
Chicken Houses
Shed
Barn
Deed R/W 10719
O'Shea
100'
Existing R/W Line
H. B. & Alice Green
Vol. 87 Page 303
Creek
Logging Road
41+97.63 P.S.
s=10
a=0.8


35
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38+31.19 P.T.
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O'Shea
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Existing R/W Line
N. 24°19'20" E.
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Wm. Preston D.L.C. No
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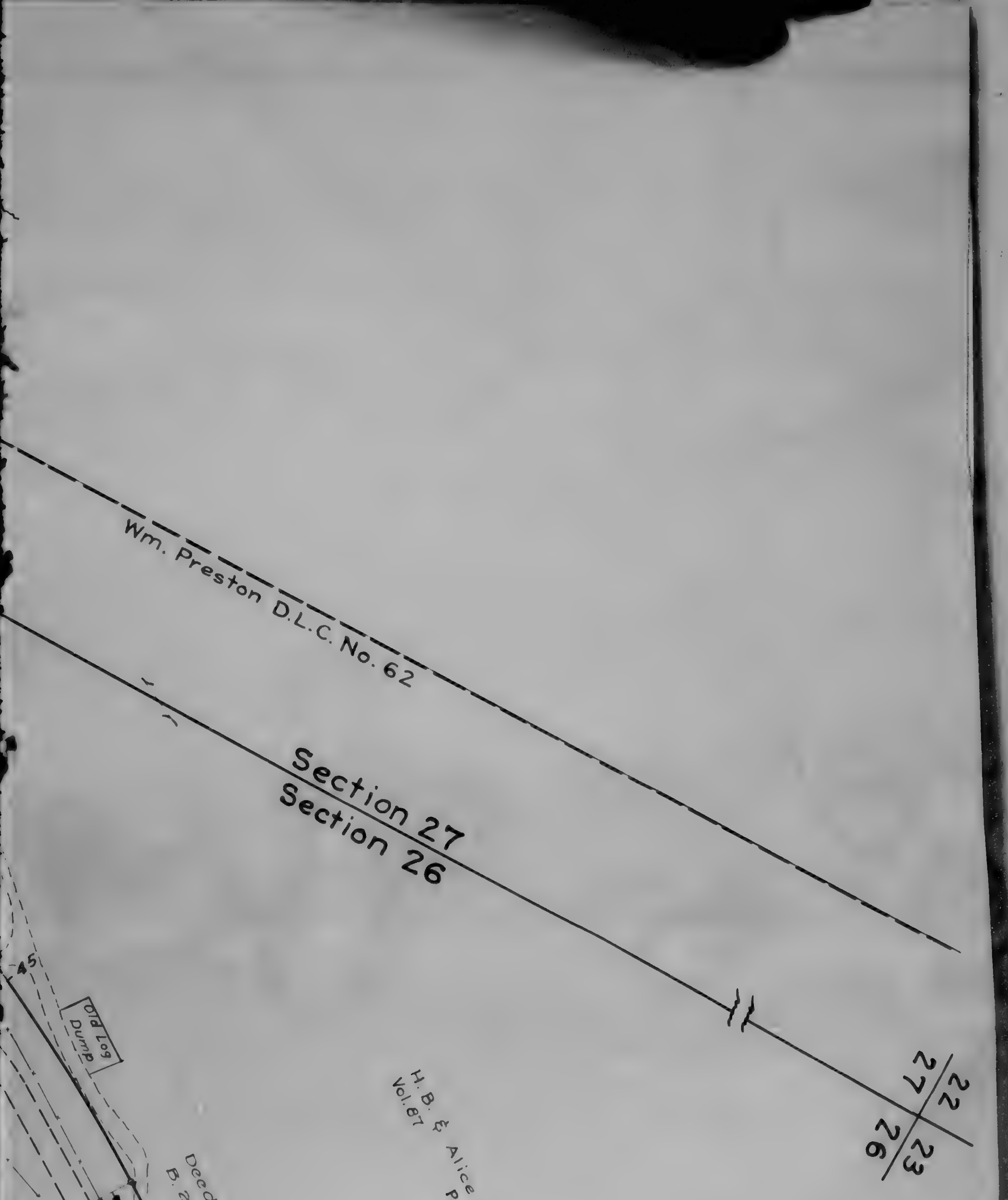
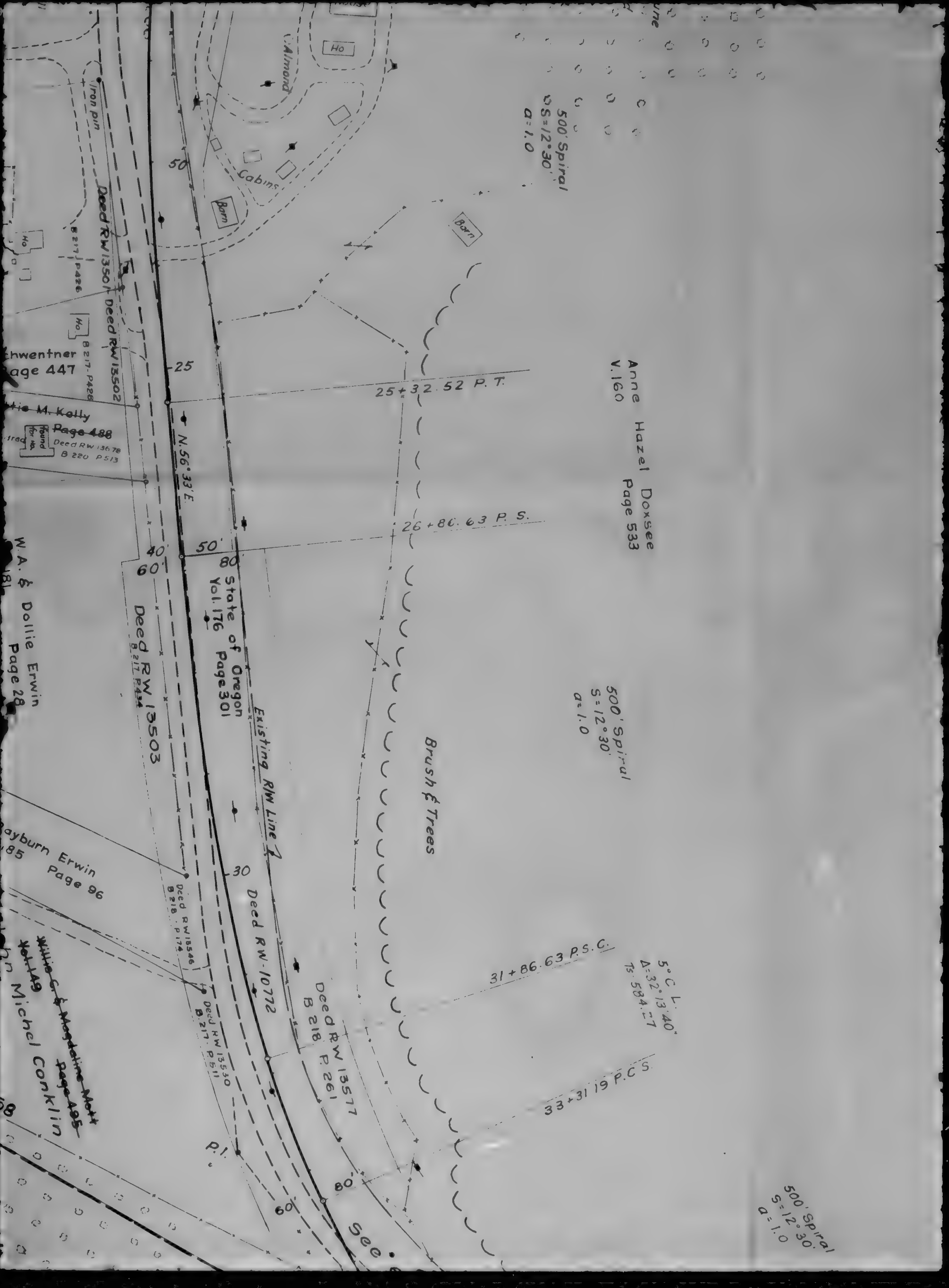
Logging Road
41+97.63 P.S.
45
Old Log Dump
500' Spiral
S=10°
a=0.8
Deed RW 13
B. 218


Wm. Preston D.L.C. No. 62
Section 27
Section 26
45
Old Log Dump
Deed R.W. 13547
B. 218 P. 217
H.B. & Alice Green
Vol. 87 Page 303
22
27
23
26

T. 30 S., R. 5 W., W. M.



House
Ho
Almond
Cabins
Barn
Barn
Iron pin
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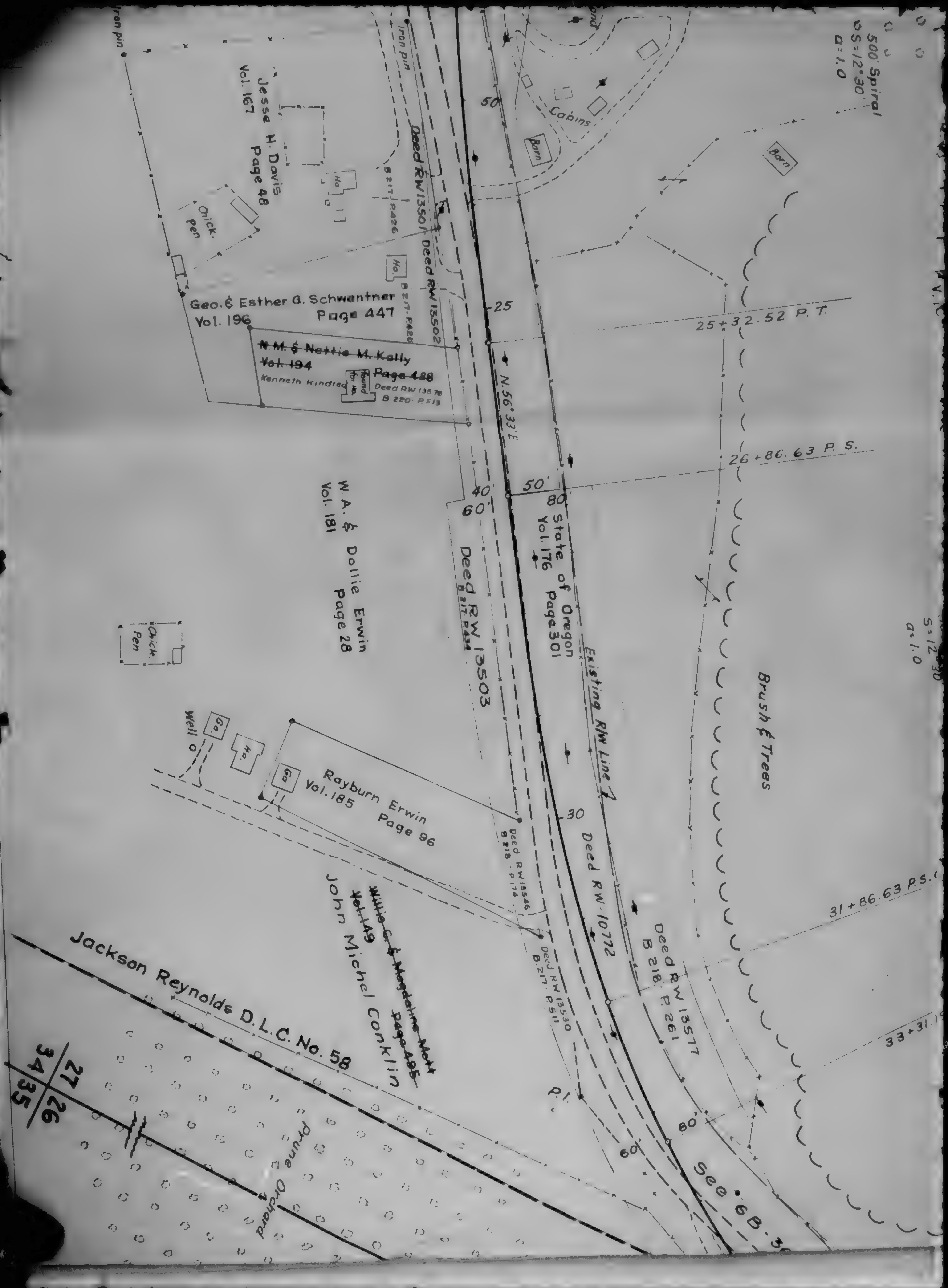
Deed RW 13501
B217 P426
Ho
Ho
Deed RW 13502
B217 P428
chwentner
Page 447
tie M. Kelly
~~Page 488~~
Found
Deed RW 13678
B220 P513
25
25+32.52 P.T.
N.56°33'E.
26+86.63 P.S.
50'
40'
60'
80
State of Oregon
Vol. 176 Page 301
Deed RW 13503
B217 P434
W.A. & Dollie Erwin
181
Page 28
Existing R/W Line
Brush & Trees
Anne Hazel Doxsee
V.160
Page 533
500' Spiral
S=12°30'
a=1.0
500' Spiral
S=12°30'
a=1.0
ayburn Erwin
85 Page 96
30
Deed RW-10772
Deed RW 13546
B218 P174
Deed RW 13530
B217 P511
Deed RW 13577
B218 P261
31+86.63 P.S.C.
5° C.L.
Δ=32°13'40"
Ts 584.27
33+31.19 P.C.S.
~~Willie C. & Magdaline Mott~~
~~Vol. 149~~
~~Page 495~~
hn Michel Conklin
58
P.I.
80'
60
See
500' Spiral
S=12°30'
a=1.0


Iron pin
Iron pin
Jesse H. Davis
Vol. 167 Page 48
Ho.
Chick. Pen
Deed R/W 13501
B 217 - P 426
Deed R/W 13502
B 217 - P 428
Ho.
Geo. & Esther G. Schwantner
Vol. 196 Page 447
~~N.M. & Nettie M. Kelly~~
~~Vol. 194~~ ~~Page 488~~
Kenneth Kindred
Deed R/W 13678
B 220 - P 513
50
Cabins
Barn
Barn
500' Spiral
θS = 12°30'
a = 1.0
25
25 + 32.52 P.T.
N. 56°33' E
26 + 86.63 P.S.
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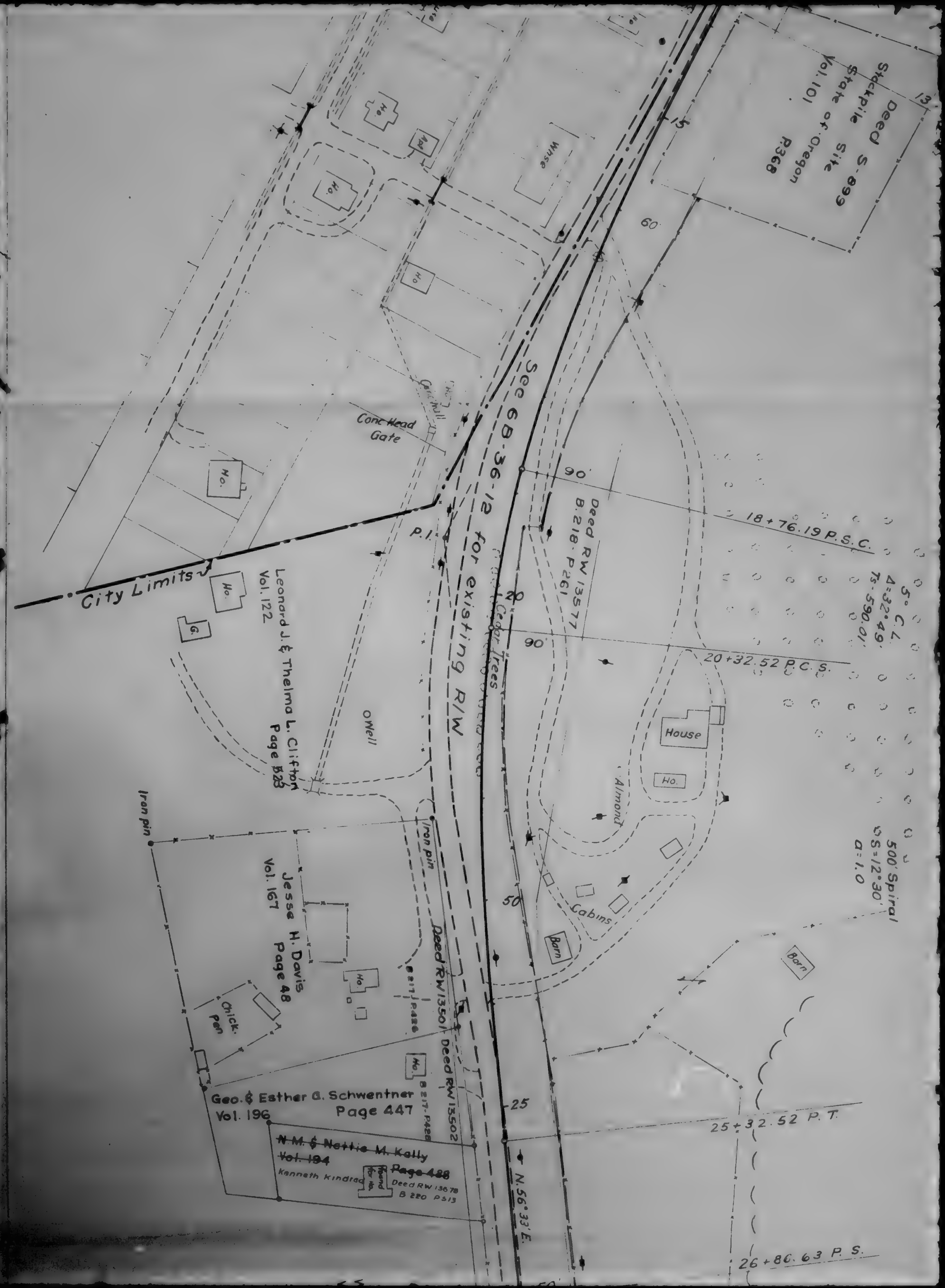
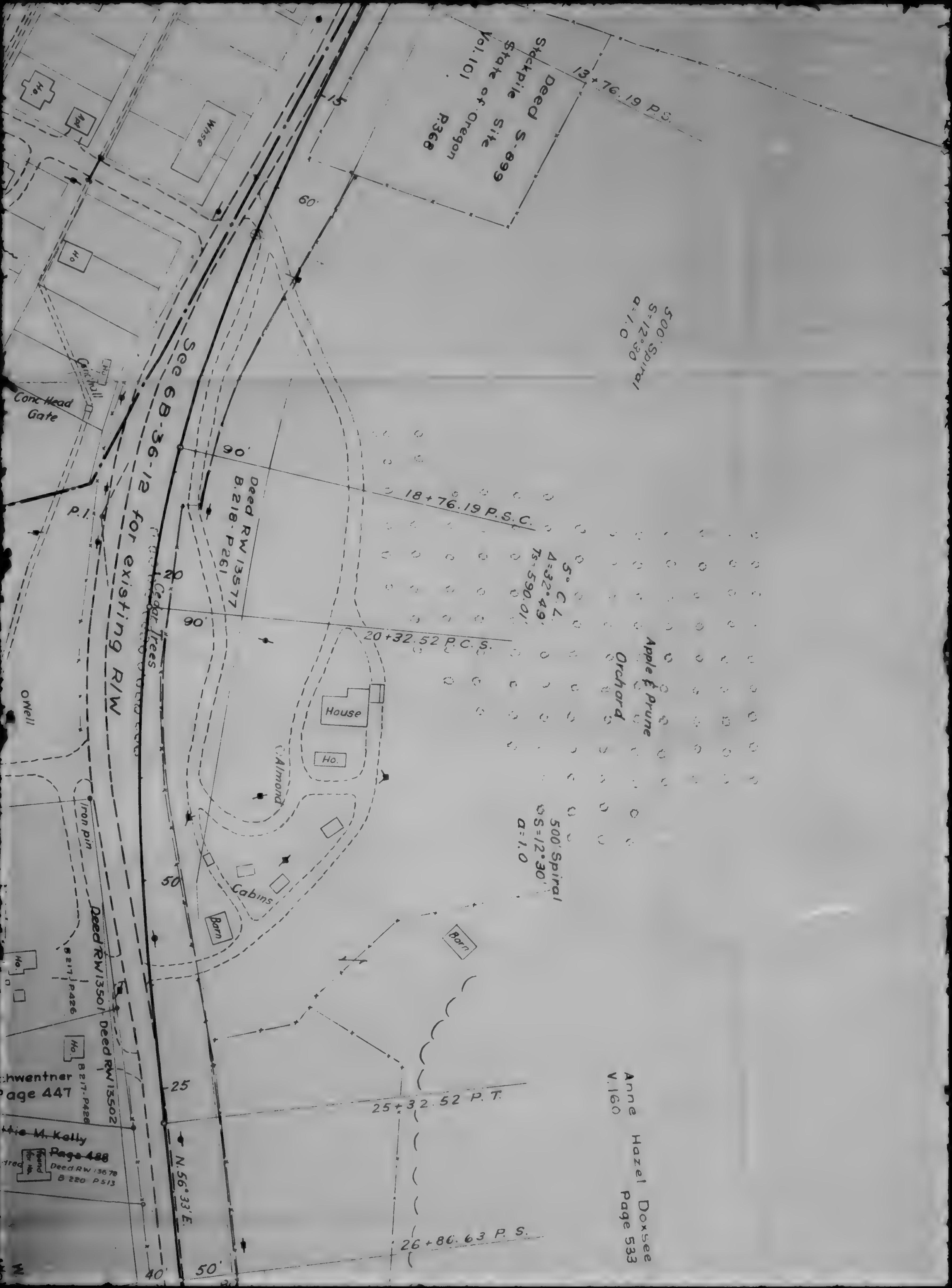
W.A. & Dollie Erwin
Vol. 181 Page 28
State of Oregon
Vol. 176 Page 301
Deed R/W 13503
B 217 - P 434
Existing R/W Line
Chick. Pen
Brush & Trees
S = 12°30'
a = 1.0
Well
Ga.
Ho.
Ga.
Rayburn Erwin
Vol. 185 Page 96
30
Deed R/W 10772
Deed R/W 13546
B 218 - P 174
31 + 86.63 P.S.
~~Willie C. & Magdaline Mott~~
~~Vol. 149~~ ~~Page 495~~
John Michel Conklin
Deed R/W 13530
B 217 - P 511
Deed R/W 13577
B 218 - P 261
33 + 31.1
Jackson Reynolds D.L.C. No. 58
27 | 26
34 | 35
P.I.
60
80
Prune Orchard
See 6B-3


Deed S-899
Stockpile Site
State of Oregon
Vol. 101 P368
13
15
60'
Ho.
Apt
Whse
See 6B-36-12 for existing R/W
Conc Hull
Conc Head Gate
90'
Deed RW 13577
B.218 P261
18+76.19 P.S.C.
5° C.L.
Δ=32°49'
Ts=590.01'
City Limits
P.I.
Ho.
G.
Leonard J. & Thelma L. Clifton
Vol. 122
Page 523
Cedar Trees
20
90'
20+32.52 P.C.S.
Well
House
Ho.
Almond
Cabins
Barn
50
500' Spiral
θs=12°30'
a=1.0
Barn
Iron pin
Iron pin
Jesse H. Davis
Vol. 167
Page 48
Chick. Pen
Ho.
Deed RW 13501
B217-P488
Ho.
Deed RW 13502
B217-P488
Geo. & Esther G. Schwentner
Vol. 196
Page 447
25
25+32.52 P.T.
~~N.M. & Nettie M. Kelly~~
~~Vol. 194~~
~~Page 488~~
Kenneth Kindred
Deed RW 13678
B 220 P513
N.56°33'E.
26+80.63 P.S.


Deed S-899
Stockpile Site
State of Oregon
Vol. 101 P368
13+76.19 P.S.
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60'
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500' Spiral
S=12°30'
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Conc Head Gate
90'
18+76.19 P.S.C.
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See 6B-36-12 for existing R/W
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Cedar Trees
90'
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5° C.L.
Δ=32°49'
Ts=590.01'
Apple & Prune
Orchard
Well
House
Ho.
Almond
Iron pin
500' Spiral
S=12°30'
a=1.0
Cabins
50'
Barn
Barn
Ho.
B217 P426
Deed RW 13501
Deed RW 13502
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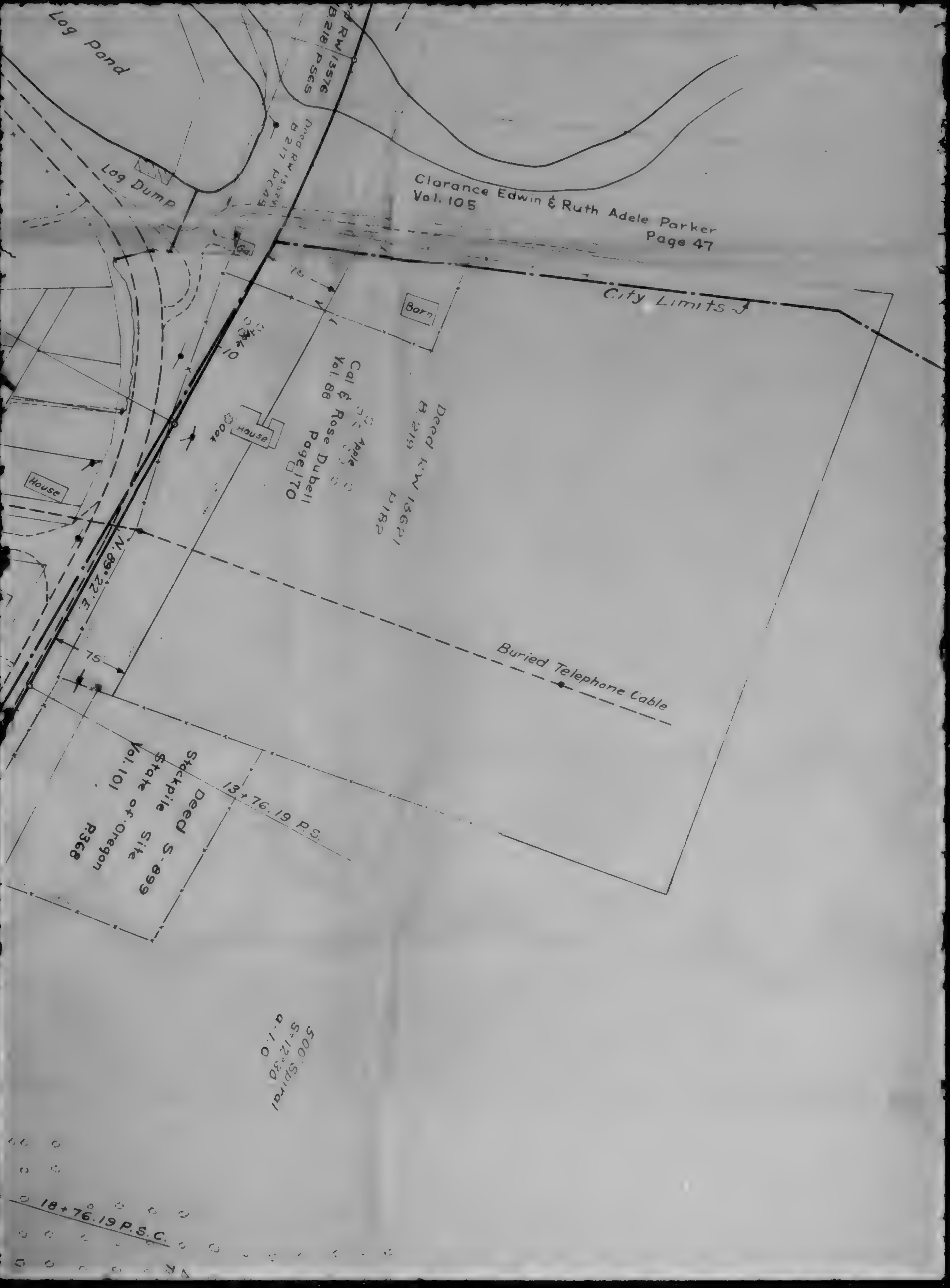
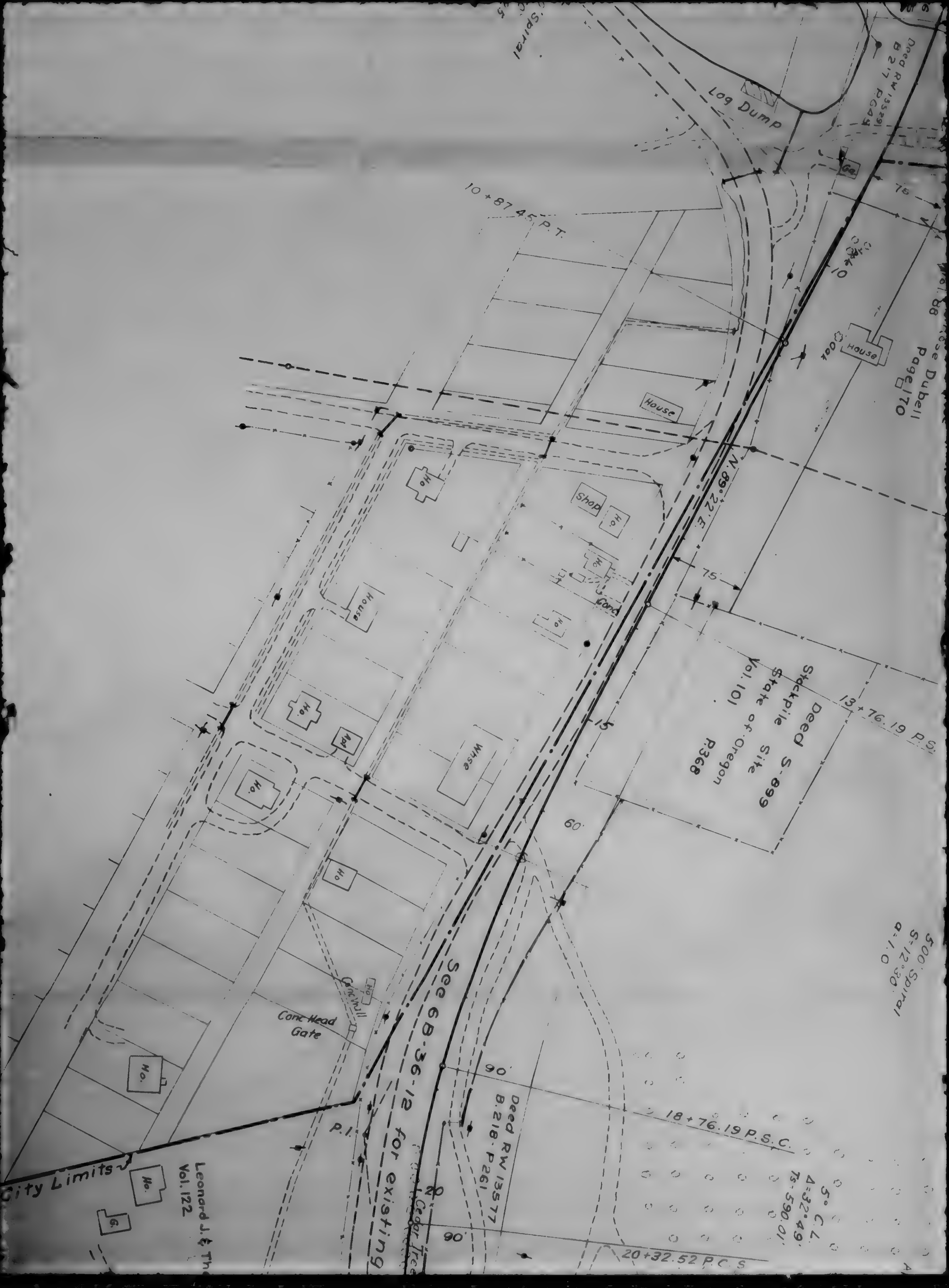
B217 P426
chwentner
Page 447
25
25+32.52 P.T.
~~ttie M. Kelly~~
~~Page 488~~
Deed RW 13678
B 220 P513
N.56°33'E.
Anne Hazel Doxsee
V.160 Page 533
26+86.63 P.S.
40'
50'


Log Pond
Log Dump
Ga
Deed RW 13576 B218 P565
Deed RW 15529 B217 P249
Clarance Edwin & Ruth Adele Parker
Vol. 105
Page 47
City Limits
75
Barn
Deed R/W 136P1 B219 P182
Cal & Rose Dubell
Vol. 88
Page 170
Apple
House
Oak
House
N 89°22' E
75
Buried Telephone Cable
13+76.19 P.S.
Deed S-899
Stockpile Site
State of Oregon
Vol. 101
P.368
500' Spiral
S=12°30'
a=1.0
18+76.19 P.S.C.


Spiral
Log Dump
Deed RW 13529
B 217 P 64
Ga.
75
10+87.45 P.T.
10+00
100
House
Dubell
Page 170
House
N.89°22'E
Shop
Ho.
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Ho.
75
Cond
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Deed S-899
Stockpile Site
State of Oregon
Vol. 101
P. 368
13+76.19 P.S.
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500' Spiral
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a=1.0
See 6B-36-12 for existing
Conc Wall
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Conc Head Gate
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90'
Deed RW 13577
B. 218 P. 261
18+76.19 P.S.C.
P.I.
City Limits
Ho.
G.
Leonard J. & Th
Vol. 122
20
Cedar Tree
90'
5° C.L.
Δ=32°49'
Ts=590.01'
20+32.52 P.C.S.

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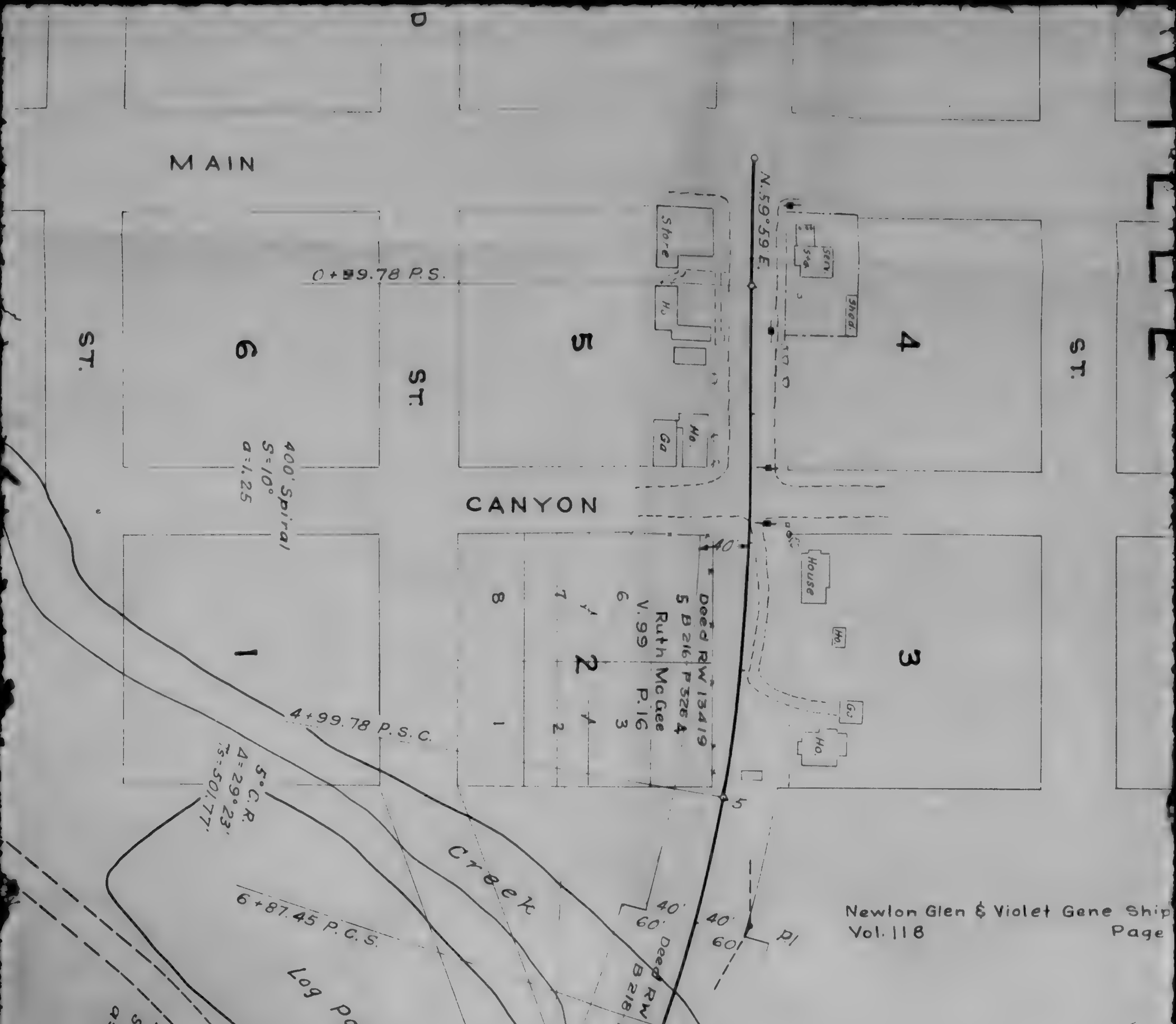
MAIN
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a=1.25
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5 B216 P326 4
Ruth McGee
V.99 P.16
40'
House
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4+99.78 P.S.C.
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Δ=29°23'
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Creek
6+87.45 P.C.S.
Log Pond
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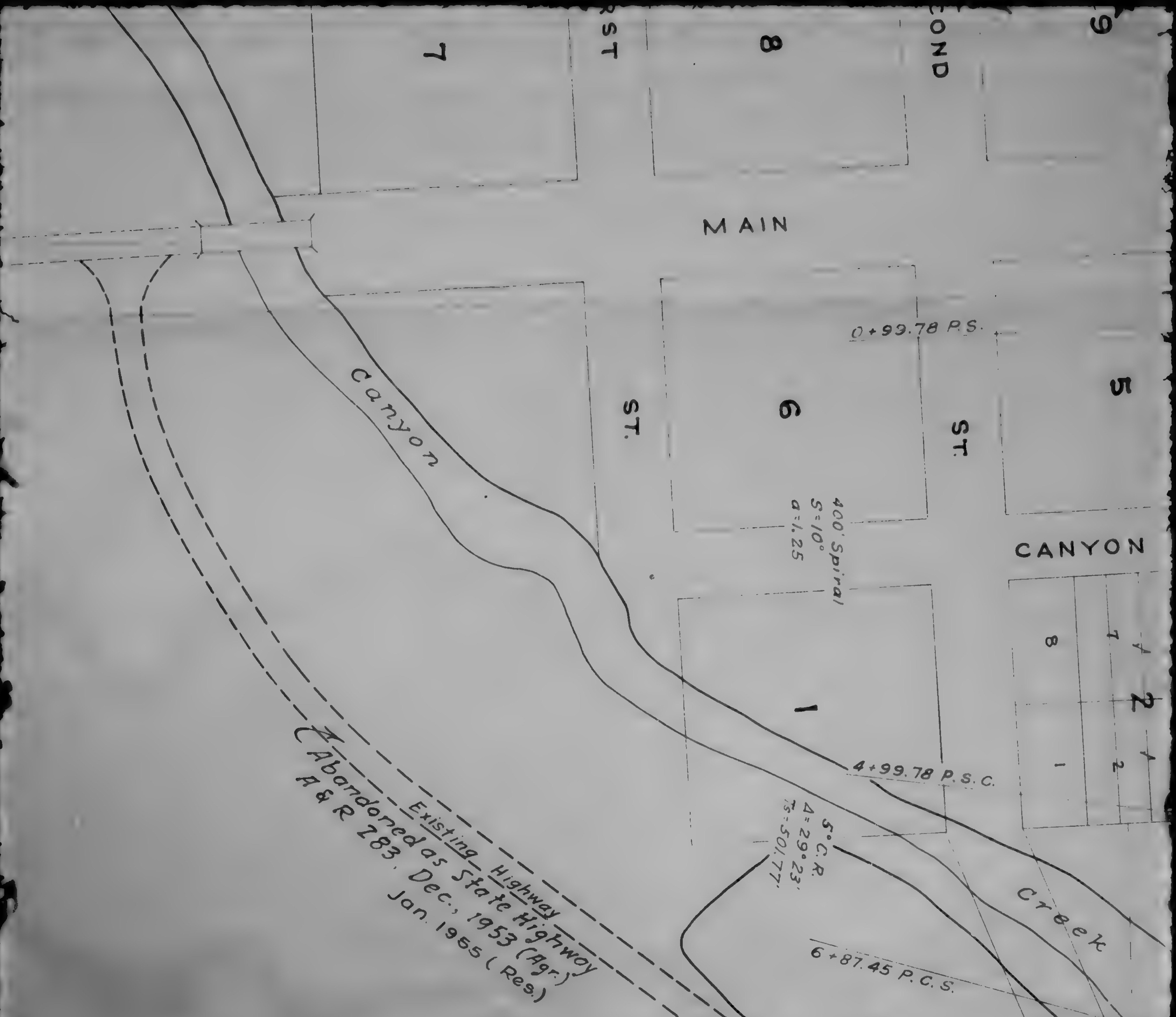
60'
PI
Deed RW 13576
B218 P565
Newlon Glen & Violet Gene Ship
Vol. 118
Page
400' Spiral
S=10°
a=1.25
Log Dump
Deed RW 13519
B217 P249
Clarance Edwin & Ruth Adele Parker
Vol. 105
Page 47
Ga
City Limits
Barn
10+87.45 P.T.
10
Cal & Rose Dubell
Vol. 88
Page 170
Apple
House
House
Deed RW


MAIN
CANYON
ST.
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8
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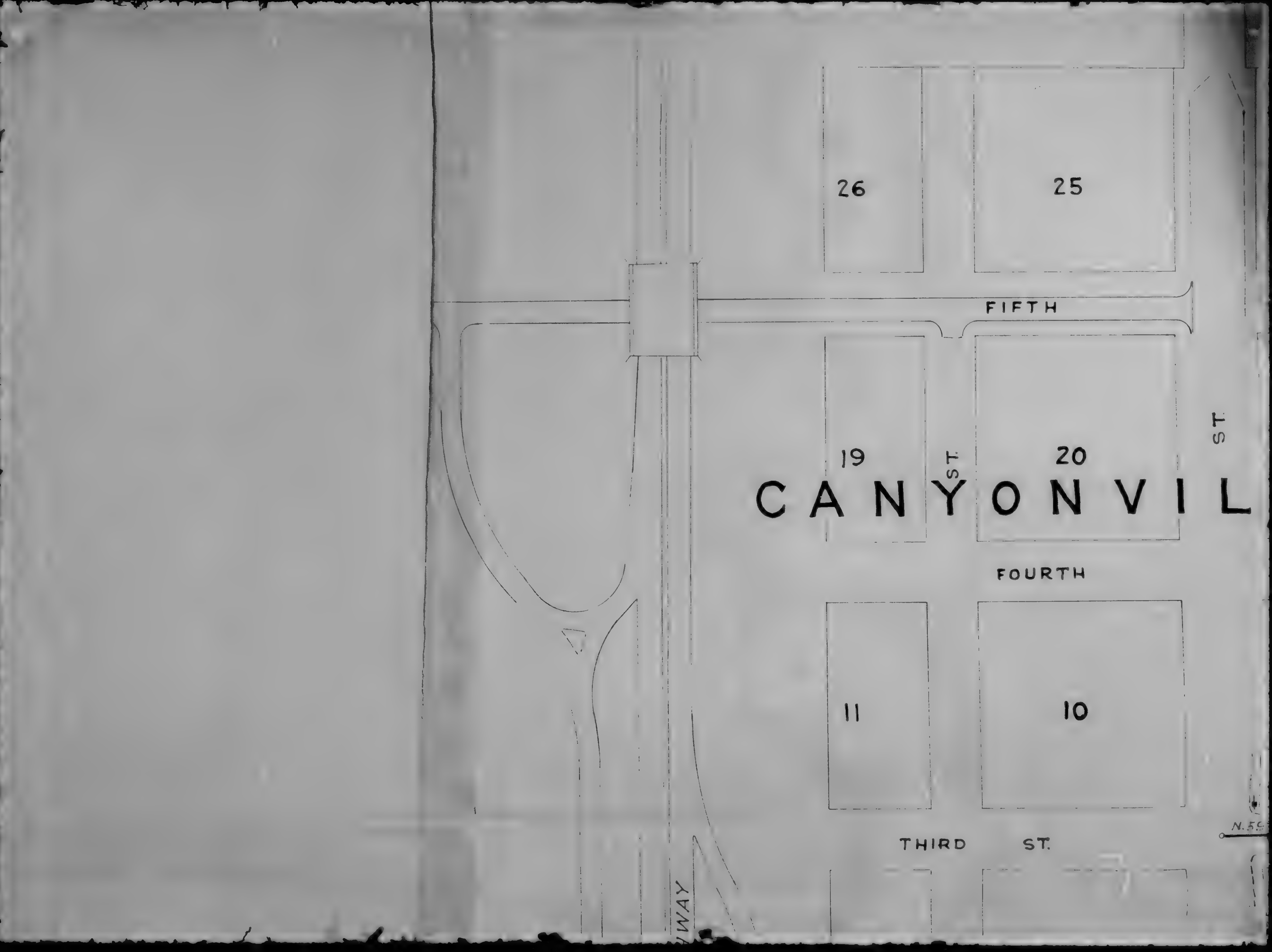
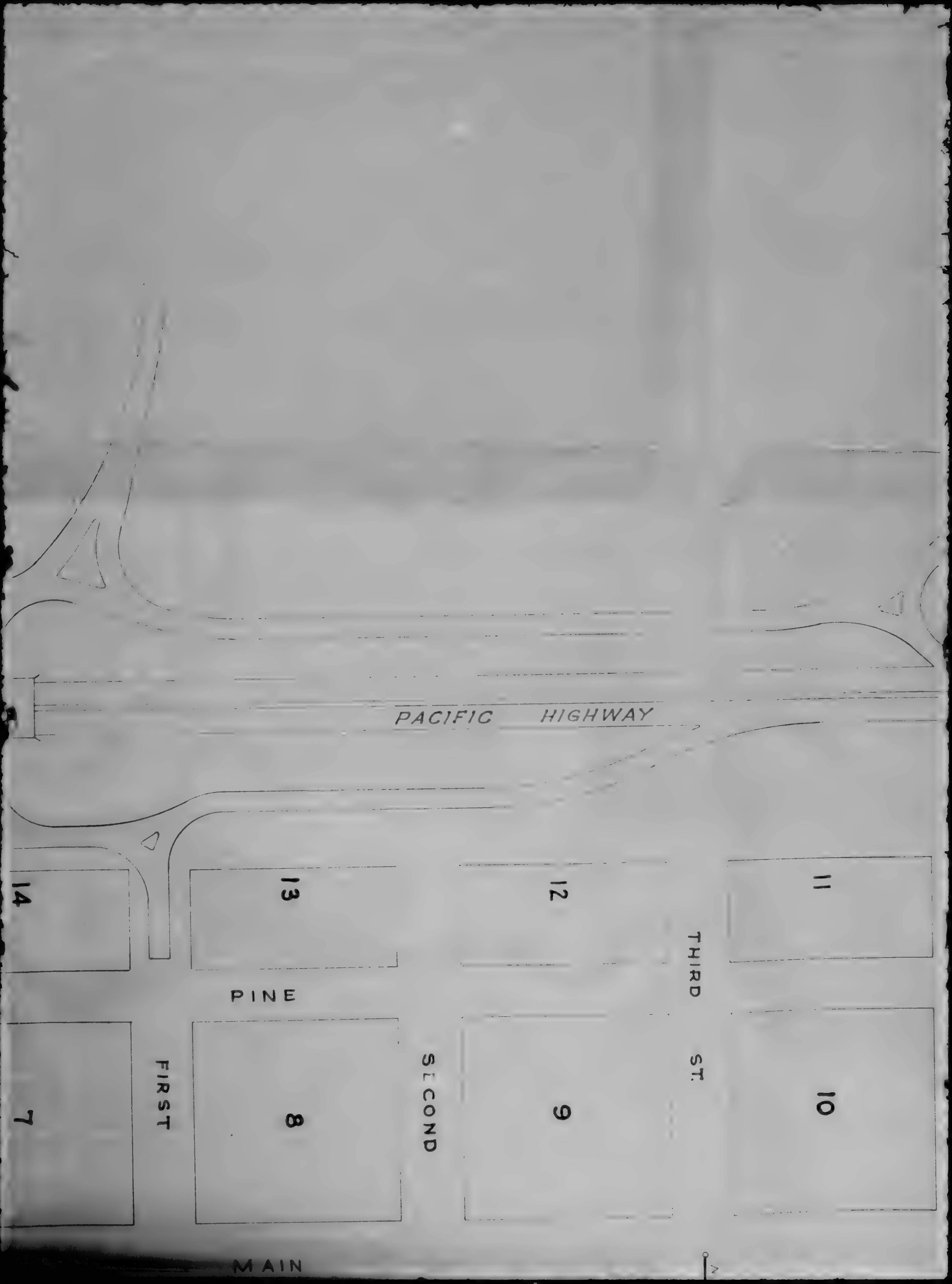
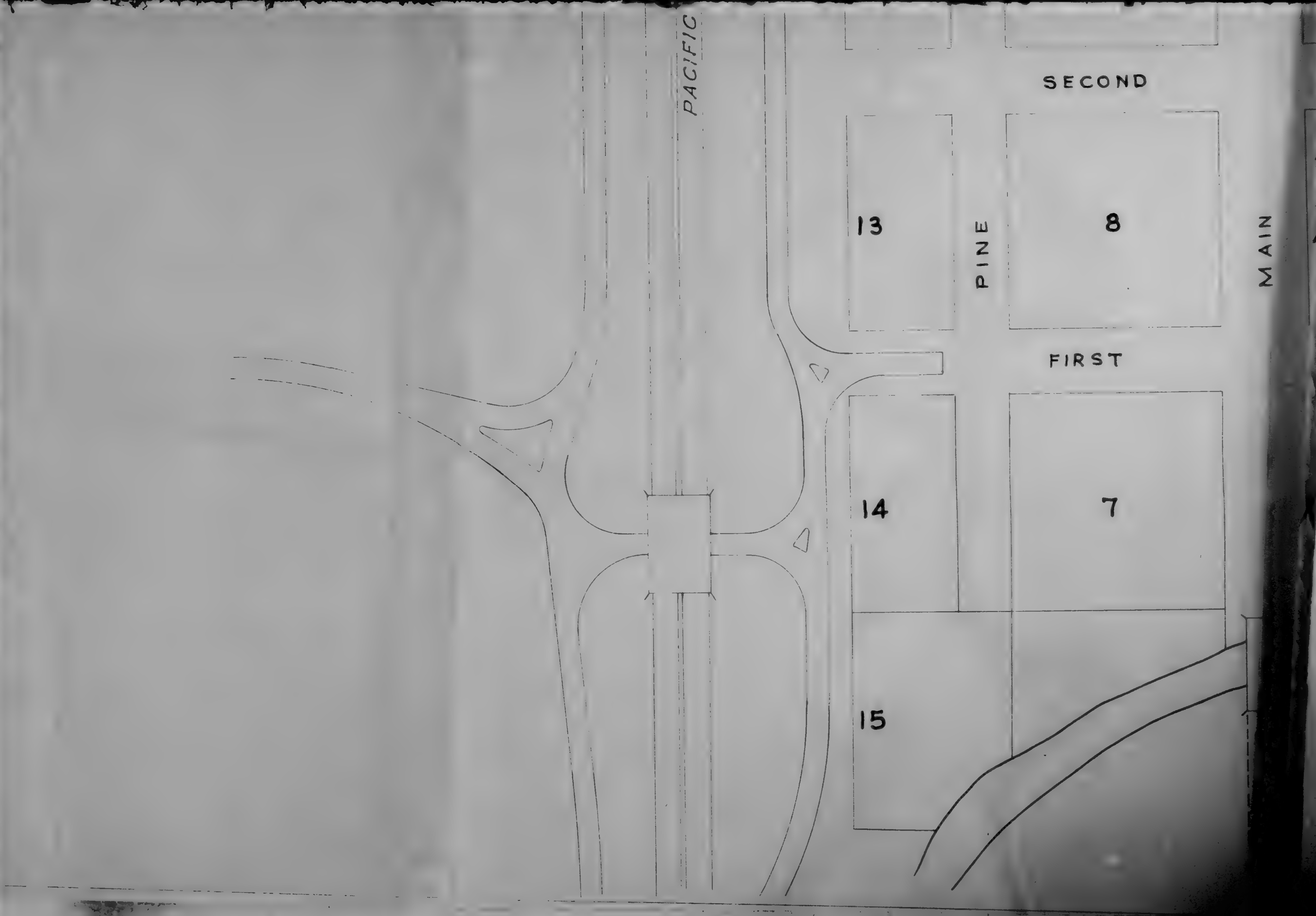
0+99.78 P.S.
400' Spiral
S=10°
a=1.25
4+99.78 P.S.C.
5° C.R.
Δ=29°23'
T=501.77'
6+87.45 P.C.S.
Log Pond
Log Dump
400' Spiral
S=10°
a=1.25
10+87.45 P.T.
Existing Highway
℄ Abandoned as State Highway
A & R 283, Dec., 1953 (Agr.)
Jan. 1955 (Res.)
Ga.
House


26
25
FIFTH
19
ST.
20
ST
CANYONVIL
FOURTH
11
10
THIRD ST.
WAY
N.59


PACIFIC HIGHWAY
14
13
12
11
THIRD ST.
PINE
FIRST
SECOND
7
8
9
10
MAIN


PACIFIC
SECOND
13
PINE
8
MAIN
FIRST
14
7
15

OREGON STATE HIGHWAY DEPARTMENT

Located Line

# CANYONVILLE - DAYS CREEK SECTION, W. UNIT

## TILLER - TRAIL HIGHWAY

DOUGLAS COUNTY

Scale: 1 inch = 100 feet

Traced by H.K.E. June, 1952

TRUE BEARINGS

DRG. NO. 7B-13-18

105-4204 Fall Cr. Sec., Mist-Clatskanie 1953
Secon. Hwy.
#4074

RECEIVED
APR 18 1955
FOR FILING

9

April 7th, 1955

Fall Creek Section
Contract #4074

105-4-24
Item 4074

## FINAL COST ANALYSIS

Grading, Culvert & Rock Base

Mist-Clatskanie Secondary
Prefix 105-4204-201(42)

Koppish Construction Co., Contractor
Frank Terpin, Resident Engineer

NOTED
State Highway Engineer

| Item | Quantity | Unit | Unit Cost | Total Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $ | $ | $3,000 | $ 3,000.00 |
| Removal of Bridge | 100% | All | | | 50.00 | 50.00 |
| Struct. Excavation | 127.88 | Cu. Yd. | 1.97 | 251.84 | 2.00 | 255.76 |
| General " | 19,683.9 | " " | 0.309 | 6,082.48 | 0.40 | 7,873.56 |
| Finish R/B & Slopes | .13 | Mile | 566.54 | 73.65 | 500.00 | 65.00 |
| 54" Corr. Metal Pipe | 200 | Lin. Ft. | 24.54 | 4,908.91 | 30.00 | 6,000.00 |
| Course Rock in Base | 1,733 | Cu. Yd. | 1.00 | 1,735.12 | 1.00 | 1,733.00 |
| 1"-0" Mat'l. in Base | 288 | " " | 3.66 | 1,055.47 | 3.50 | 1,008.00 |
| PA #1, Extra Work for Widening | 100% | All | All | 232.04 | All | 1,773.71 |
| | | | | $14,339.51 | | $21,759.03 |

| | |
|---|---|
| Gross Revenue | $21,759.03 |
| Total Cost | 14,339.51 |
| Net Profit | $ 7,419.52 |

Net Profit Equals 34% of Gross Revenue

Detail of Cost
Contract #4074

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor | | | | $2,520.21 | |
| Labor Insurance 6.5% | | | | 163.80 | $ 2,684.01 |
| Materials: | | | | | |
| 54" Corr. Metal Pipe | 200 | Lin. Ft. | at $21.08 | $4,216.00 | |
| 54" " " Bands | 2 | Each | " 39.72 | 79.44 | |
| 1"-0" Mat'l. in Base | 288 | Cu. Yd. | " 1.50 | 432.00 | 4,727.44 |
| Equipment Rental, Supplies & Misc.: | | | | | |
| Equipment Rental, Owned | | | | $4,200.09 | |
| " " , Rented | | | | 352.31 | |
| Gas, Oil & Grease | | | | 983.24 | |
| Bond & Insurance | | | | 176.72 | |
| Explosives | | | | 94.90 | |
| Freight & Cartage | | | | 624.00 | |
| Overhead, Small Tools & Misc. | | | | 496.80 | 6,928.06 |
| Total Cost . . . . . . . . . . . . . . . . . . . . | | | | | $14,339.51 |

105-11214

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 15, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
|---|---|---|
| 4074 | 7-Final | Koppisch Construction Co., Inc. |

| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
|---|---|---|---|
| 23107 | B-108513 | $ 623.34 | 11/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: July 31, 1954

Time Extensions: none

Completion Date: June 25, 1954

Date Accepted: Aug. 9, 1954

Penalties: none

Claims: none

Remarks: ~~All payments assigned to Glens Falls Indemnity Company~~

All payments assigned to Rodgers Insurance Agency, Inc.

---

Date: 11-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
11-16-54

Warrant Mailed: NOV 16 1954
Ruth Rawlings

RECEIVED
OCT 13 1954
FOR FILING

105-4204
4-74

October 13, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Koppisch Construction Co.,Inc., assigned to Rodgers Insurance Agency,Inc., on contract No. 4074, for work performed on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

This payment, in the amount of $1,725.99, will be released to the contractor on or after October 23, 1954. The retained percentage is $653.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 30 1954
FOR FILING

4074

Lewis

August 27, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a release of claim signed by Arthur Bergman in which he acknowledges payment in full in the sum of $352.31 from Glens Falls Indemnity Company for work performed with a D-4 "Cat" on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, Contract No. 4074, awarded to Koppisch Construction Company, Inc.

This information is furnished as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:mdm

cc - Koppisch Construction Co.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD

RECEIVED
AUG 30 1954
FOR FILING

4074

Lewis

August 27, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

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This information is furnished as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:adm

cc - Koppisch Construction Co.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD

RECEIVED
AUG 30 1954
FOR FILING

4074

Lewis

August 27, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a release of claim signed by Arthur Bergman in which he acknowledges payment in full in the sum of $352.31 from Glens Falls Indemnity Company for work performed with a D-4 "Cat" on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, Contract No. 4074, awarded to Koppisch Construction Company, Inc.

This information is furnished as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:adm

cc - Koppisch Construction Co.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD

August 26, 1954

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Attention: Mr. David J. Kuhlman

Gentlemen:

We have just received your letter of August 25, 1954 transmitting a release from Arthur Bergman of his claim against Koppisch Construction Company in the amount of $352.31 arising out of State Highway Contract No. 4074 for the construction of the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County. I wish to thank you for this information which is being recorded in the Commission's records.

In the second paragraph of your letter you request a check for the semi-final payment in connection with this job in conformity with the "attachment" that you have placed thereon. The Highway Commission's records do not disclose an attachment on the monies owing to the Koppisch Construction Company under Contract 4074; however, there has been filed with the State Highway Commission by Koppisch Construction Company an assignment of claim whereby the company assigns to Rodgers Insurance Agency, Inc. all estimates due or to become due in connection with this project. We have honored this assignment and future payments will be made in conformity therewith. The warrants will be mailed to Rodgers Insurance Agency, Inc., pursuant to instructions from Mr. Allyn R. Hunter, Attorney-in-fact for the Glens Falls Indemnity Company who wrote the bond in connection with this job.

In ascertaining the status of payments from our Accounting Division I find that the voucher for Estimate No. 5 covering work performed by Koppisch Construction Company during the period April 10, 1954 to June 28, 1954, totalling $3,617.33, was mailed to Koppisch Construction Company on July 21, 1954 for acceptance and execution. I am informed that this voucher has not as yet been returned. We are, therefore, unable to comply with your request. As soon as the voucher is received from the Koppisch Construction Company, it will be processed in the usual manner and the warrant will be mailed to you when it is received from the Secretary of State. It may be that a little persuasion on your part will expedite payment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Accounting Dept.
Floyd Query

Mr. Query:

Please prepare the usual letters.

HBG

NOTED ON CARD
8-[illegible]

Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.

R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO 4

Rodgers Insurance Agency, Inc.
803 TITLE & TRUST BUILDING
*Telephone Atwater 8496*
PORTLAND 4, OREGON

CAPITAL STOCK
Standard protection
COMPANY INSURANCE

August 25th, 1954

H. B. Glaisyer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing the original of release from Arthur Bergman on his claim against Koppisch Construction Company, Inc., for $352.31. This amount was for work done with a D4 Cat on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, contract no. 4074.

Please send us the check for semi-final payment on this job in accordance with the attachment that we have placed thereon.

Yours very truly,
RODGERS INSURANCE AGENCY, INC.

D. J. Kuhlman
David J. Kuhlman

DJK:ck
Encl.

**ANSWERED**
H. B. GLAISYER

NOTED ON CARD
[illegible]-54

RECEIVED
AUG 26 1954
OREGON
STATE HIGHWAY COMMISSION

I, the undersigned Arthur Bergman of Clatskanie, Oregon hereby acknowledge receipt of the sum of Three Hundred Fifty-two and 31/100 ($352.31) Dollars from Glens Falls Indemnity Company, which is in payment in full of the claim by me against the Koppisch Construction Company, Inc. for work done with a D4 Cat on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, Oregon and against said Glens Falls Indemnity Company as the surety on its bond, which claim was filed with the Secretary of State of Oregon for $352.31 on June 14, 1954.

I hereby release the State of Oregon, the said Glens Falls Indemnity Company and the Koppisch Construction Company from any and all liability on said claim or any matter out of which it arose and acknowledge that I have been paid in full for all work done by me for said Construction Company.

Arthur Bergman

STATE OF OREGON )
) ss.
County of Columbia )

August 24, 1954. Personally appeared the within named Arthur Bergman and acknowledged the foregoing instrument to be his voluntary act and deed. Before me:

Paul J. John

Notary Public for Oregon
My Commission expires: 11/4/1955

RECEIVED
AUG 17 1954
FOR FILING

105-4204
4074

Lewis

August 16, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from Paul J. Jolma at Clatskanie, representing Arthur Bergman. To the letter was attached an affidavit of claim in favor of Mr. Bergman against Koppisch Construction Company in the sum of $352.31 for the use of a D-4 tractor on State Highway Contract No. 4074 on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD
8-18-54

Lewis

August 13, 1954

Mr. Paul J. Jolma
Attorney at Law
Clatskanie, Oregon

Dear Mr. Jolma:

This is to acknowledge your letter of August 9th to which was attached an affidavit of claim in favor of Arthur Bergman against Koppisch Construction Company on State Highway Contract No. 4074 for work on the Fall Creek Section of the Mist-Clatskanie Secondary in Columbia County. The claim is in the sum of $352.31 for tractor rental.

A certified copy of Contract and Bond No. 4074 is being sent to you by separate mail.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:mdm

D ON CARD

[illegible]

TELEPHONE 2135

PAUL J. JOLMA
ATTORNEY AT LAW
CLATSKANIE, OREGON

4074

August 9, 1954

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Enclosed is an affidavit of Arthur Bergman relating to a claim against the Koppisch Construction Company. He has asked me to write to you and request that you send him a copy of the Koppisch Contract and its bond. This is furnished you pursuant to 279.525 and 279.526 ORS.

Sincerely yours,

Paul J. Jolma

Paul J. Jolma

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON )
) ss.
County of Columbia )

I, Arthur Bergman, being first duly sworn, on oath depose and say: that I furnished the use of a D-4 crawler tractor and labor in driving the same to Kopisch Construction Company, Inc., in its contract with the Oregon State Highway Commission for the improvement of State Highway No. 47 near Clatskanie, Oregon in February, 1954. The amount of the claim is $360.00, being for 27.5 hours of work with said tractor when I drove it myself and for 28 hours of work done with the tractor when said construction company furnished the driver. That no part of the said $360.00 has been paid except $8.19 credit given for 50 gallons of fuel, leaving me $352.31 owing on said claim.

Arthur Bergman

Subscribed & sworn to before me on August 3, 1954.

Paul J Johns
Notary Public for Oregon

My Commission expires: 11/4/1955

NOTED ON CARD
7-22-54 gf

RECEIVED
JUL 23 1954
FOR FILING

| |
|---|
| 105-4214 |
| |
| 4074 |

July 22, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Koppisch Construction Co.,Inc., assigned to Rodgers Insurance Agency,Inc., a portion of the funds heretofore retained by the Commission on contract No. 4074, for grading, culvert and rock base on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

This payment, in the amount of $3,617.33, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $600.30. The present payment will be released on or after August 2, 1954.

There is a claim filed against this project by Arthur Bergman for labor and equipment amounting to $352.31, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

7-22-54 g

R

Form H-1—10M

105-4204

## OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1954

Section Fall Creek

Kind of work Grading, Culvert and Rock Base

Highway Mist - Clatskanie

Section prefix 105-4204

Contractor Koppisch Construction Company

Contract number 4074

Date of contract December 23, 1953

Date of completion July 31, 1954

Date work started December 23, 1953

Estimated date of completion ........, 19....

Amount of contract $24,883.48

Per cent of time elapsed ........%

Estimated cost of completed project, exclusive of engineering $24,883.48

Per cent of contract completed, based on total contract price ........%

Engineering cost to date $1655.28, 91%

Date project was completed June 28, 1954

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

An estimate of the overrun on this contract has been sent to the Division Office.

A Price Agreement has been sent to the contractor to cover the amount of his claim for the work involved in re-cutting the slope for additional material needed to make the fill.

Mr. J. D. Walker, Division Engineer, and Mr. R. M. Smith were here Tuesday and looked over the project.

NOTED
OSCAR fl

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
JUL 6 1954
OFFICE OF
CONST[illegible]

Signed Frank E. Tesp[illegible]

Address Box 52 Clatskanie, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.13 | 0.13 |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 0.13 | 0.13 |  |  |  |
| Total estimated quantities | 20,750 | 1470 |  |  |  |
| Estimated quantities moved or placed to date | 19,759 | 2021 |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 2 |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | clear |  |  |
| Tuesday | clear |  |  |
| Wednesday | rain |  |  |
| Thursday | rain |  |  |
| Friday | clear |  |  |
| Saturday |  |  |  |

State Printing

[illegible]

RECEIVED
JUN 18 1954
FOR FILING

[illegible]

[illegible]

June 17, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Arthur Bergman against Koppisch Construction Company, Inc., for Caterpillar work in the sum of $352.31. It appears that the claim pertains to State Highway Contract No. 4074 for grading, culvert and rock base on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

We furnish this information for the reason that your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md
Attach.

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD
6-17-54

COPY

To Earl T. Newbry
Secretary of State
Salem, Oregon

Notice hereby is given that the undersigned Arthur Bergman has a claim for work done on the Mist-Clatskanie fill with a D-4 Cat in the sum of $352.31 against the bond taken from Koppisch Construction Company Inc., Astoria, Oregon and Glen Falls Indemnity Company, 803 Title and Trust Building, Portland 4, Oregon, for the work of clearing bed for culvert and covering same.

ARTHUR BERGMAN
Arthur Bergman

ENDORSED
File No. 3456
Filed--June 14, 1954
EARL T. NEWBRY, Secretary of State

RECEIVED
JUN 18 1954
FOR FILING

[illegible]

4074

Jims

June 17, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 14 to which was attached three copies of a claim filed with your office by Arthur Bergman against Koppisch Construction Company in the sum of $352.31. This claim, we believe, is against State Highway Contract No. 4074 which bears your file No. 3456.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
6-17-54/g

**EARL T. NEWBRY**
SECRETARY OF STATE
SALEM, OREGON

June 14, 1954

4074

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Arthur Bergman, Box 551, Clatskanie, Oregon and filed as of this date, a notice of claim Arthur Bergman for work done on the Mist-Clatskanie fill with a D-4 Cat in the sum of $352.31 against the bond taken from Koppisch Construction Company Inc., Astoria, Oregon and Glen Falls Indemnity Company, 803 Title and Trust Building, Portland 4, Oregon, for the work of clearing bed for culvert and covering same.

Our File No. 3456.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk, Records Division

NF:K
Enc.

RECEIVED
JUN 16 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
6-14-54

FORM 2-30X 37½ 3-54 73730

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

105-4-04

4074

Salem, Oregon
June 17, 1954

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Office

Dear Sir:

It is noted that Laboratory Report No. 338205 on the Fall Creek Contract No. 4074 shows an excessive amount of P.I.

Will you please have this corrected immediately.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Frank Terpin

RECEIVED

Form 2-61—20M—1-54

## EGON STATE HIGHWAY DEPART NT
Materials Division

# LABORATORY REPORT

NOTE
W. C. WILLIAMS

Project Fall Cr. Section
Highway Mist-Clatskanie
Contractor Kopplisch Const. Co.
Submitted by Frank Terpin

Contract No. 4074

Prefix No. 105-4204
County Columbia
F. A. Project No.
Date reported June 16, 1954

### REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 6.82, Mist-Clatskanie Hwy.
Sampled at Quarry Floor
To be used Base Surfacing
Sampled by A. A. Spooner
Date received June 14, 1954
Quantity represented 800 c.y.

### TEST RESULTS

Laboratory No. 338205
Data Sheet No. A-23509
Type of material Rock (Pit Run), Sample C
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3 | 0 | 0 | |
| 2 | 19.4 | 19.4 | |
| 1½ | 14.8 | 34.2 | |
| 1 | 19.1 | 53.3 | |
| 3/4 | 9.7 | 63.0 | |
| 1/2 | 8.1 | 71.1 | |
| 1/4 | 9.7 | 80.8 | |
| 10 | 8.1 | 88.9 | |
| 40 | 5.4 | 94.3 | |
| P40 | 5.7 | 5.7 | |
| Total | 100.0 | | |

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 12 %
Manufactured fines %
Liquid limit: Natural fines 32 %
Manufactured fines %

### RECOMMENDATIONS

Material as represented by this sample .................... suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Walker
- x Resident Engineer Terpin
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

A. W. [illegible]
Engineer of Materials

State Printing 72213

Form [illegible]—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

W. C. WILLIAMS

# LABORATORY REPORT

| | | | | | |
|---|---|---|---|---|---|
| Project | Sheep Cr. Hill Section | | | Prefix No. | 132-1017 |
| Highway | Little Sheep Creek | | | County | Wallowa |
| Contractor | N. A. Toole Const. Co. | Contract No. | 4147 | F. A. Project No. | |
| Submitted by | C. E. Hall | | | Date reported | June 16, 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M. P. 5.83 Little Sheep Creek Sec. Hwy.

Sampled at Crusher

To be used Surfacing

Date received June 15, 1954

Sampled by Pete Merideth

Quantity represented 500 c.y.

## TEST RESULTS

Laboratory No. 338296

Data Sheet No. A-28111

Type of material Crushed Rock 2½-0

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2½ | 0 | 0 | |
| 2 | 2.8 | 2.8 | |
| 1½ | 9.8 | 12.6 | |
| 1 | 22.4 | 35.0 | |
| 3/4 | 12.1 | 47.1 | |
| 1/2 | 15.2 | 62.3 | |
| 1/4 | 17.7 | 80.0 | |
| 10 | 10.4 | 90.4 | |
| 40 | 6.2 | 96.6 | |
| Pass | 3.4 | 3.4 | |
| Total | 100.0 | | |

| | |
|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | |
| Specific gravity (Le Chatelier) | |
| Unit weight, dry rodded, lbs. per cubic foot | |
| Unit weight, loose, lbs. per cubic foot | |
| Fineness factor | |
| Sodium sulfate test, per cent loss | |
| Asphalt stripping: Natural fines | |
| Manufactured fines | |
| Plasticity index: Natural fines | 20 % |
| Manufactured fines | % |
| Liquid limit: Natural fines | 43 % |
| Manufactured fines | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use.

Excess P. I.

TEST REPORT DISTRIBUTION:

| | | |
|---|---|---|
| | Bureau of Public Roads | |
| x | Construction Engineer | |
| | Maintenance Engineer | |
| | Bridge Engineer | |
| | Requisition Office | |
| x | Division Engineer | Parson |
| x | Resident Engineer | Hall |
| | Dist. Maint. Supt. | |
| | Foreman | |
| x | Files | |
| x | W. C. Williams | |

G. W. H

Engineer of Materials

State Printing 72213

Form B-61—30M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

NOT[illegible]
W. C. WILLIAMS

| | | | |
|---|---|---|---|
| Project | Sheep Cr. Hill Section | Prefix No. | 132-1017 |
| Highway | Little Sheep Creek | County | Wallowa |
| Contractor | N. A. Toole Const. Co. Contract No. 4147 | F. A. Project No. | |
| Submitted by | C. E. Hall | Date reported | June 16, 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M. P. 5.83 Little Sheep Creek Sec. Hwy

Sampled at Crusher

To be used Surfacing

Sampled by Pete Merideth

Date received June 15, 1954

Quantity represented 500 c.y.

## TEST RESULTS

Laboratory No. 336257

Data Sheet No. A-28111

Type of material Crushed Rock 2½-0

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2½ | 0 | 0 | |
| 2 | 3.0 | 3.0 | |
| 1½ | 21.0 | 24.0 | |
| 1 | 31.3 | 55.3 | |
| 3/4 | 11.8 | 67.1 | |
| 1/2 | 9.8 | 76.9 | |
| 1/4 | 10.6 | 87.5 | |
| 10 | 8.6 | 96.1 | |
| 40 | 2.4 | 98.5 | |
| Pass | 1.5 | 1.5 | |
| Total | 100.0 | | |

| | |
|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | |
| Specific gravity (Le Chatelier) | |
| Unit weight, dry rodded, lbs. per cubic foot | |
| Unit weight, loose, lbs. per cubic foot | |
| Fineness factor | |
| Sodium sulfate test, per cent loss | |
| Asphalt stripping: Natural fines | |
| Manufactured fines | |
| Plasticity index: Natural fines | 17 % |
| Manufactured fines | % |
| Liquid limit: Natural fines | 41 % |
| Manufactured fines | % |

## RECOMMENDATIONS

Material as represented by this sample .................... suitable for use.

Deficient in material passing ¼"

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72313

Form [illegible]-1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

W. C. WILLIAMS

Project Sheep Cr. Hill Section
Highway Little Sheep Creek
Contractor N. A. Toole Const. Co.
Submitted by C. E. Hall
Contract No. 4147
Prefix No. 132-1017
County Wallowa
F. A. Project No.
Date reported June 16, 1954

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M. P. 5.83 Little Sheep Creek Sec. Hwy.
Sampled at Crusher
To be used Surfacing
Sampled by Pete Merideth
Date received June 15, 1954
Quantity represented 500 c.y.

## TEST RESULTS

Laboratory No. 338258
Data Sheet No. A-26111
Type of material Crushed Rock 2½-0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2½ | 0 | 0 | |
| 2 | 6.7 | 6.7 | |
| 1½ | 15.3 | 22.0 | |
| 1 | 27.9 | 49.9 | |
| 3/4 | 13.5 | 63.4 | |
| 1/2 | 12.9 | 76.3 | |
| 1/4 | 10.8 | 87.1 | |
| 10 | 8.0 | 95.1 | |
| 40 | 3.4 | 98.5 | |
| Pass | 1.5 | 1.5 | |
| Total | 100.0 | | |

| | |
|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | |
| Specific gravity (Le Chatelier) | |
| Unit weight, dry rodded, lbs. per cubic foot | |
| Unit weight, loose, lbs. per cubic foot | |
| Fineness factor | |
| Sodium sulfate test, per cent loss | |
| Asphalt stripping: Natural fines | |
| Manufactured fines | |
| Plasticity index: Natural fines | 18 % |
| Manufactured fines | % |
| Liquid limit: Natural fines | 40 % |
| Manufactured fines | % |

## RECOMMENDATIONS

Material as represented by this sample .................... suitable for use.

Deficient in material passing ¼"

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 73213

RECEIVED
JUN 3 1954
FOR FILING

| |
|---|
| [illegible] |
| |
| 4074 |

June 2, 1954

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have a letter from Arthur Bergman, Box 551, Clatskanie in which he states that he has a claim in the amount of $[illegible].31 against Koppisch Construction Company on what appears to be the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County, known as Highway Contract No. 4074. He does not state the nature of his claim but informs us that his job was completed February 15, 1954.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FA:md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD
6-2-54 [illegible]

RECEIVED
JUN 3 1954
FOR FILING

[illegible]

4074

June 2, 1954

Mr. Arthur Bergman
Box 551
Clatskanie, Oregon

Dear Mr. Bergman:

We have your letter of May 31 advising that you have a claim against Koppisch Construction Company in the sum of $352.31 in connection with work on the Mist-Clatskanie fill.

The contract to which you refer appears to be our No. 4074 awarded to Koppisch Construction Company, Inc., for work on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County. This contract has not yet been completed. Glens Falls Indemnity Company, 803 Title and Trust Building, Portland 4, furnished the performance bond with this contract to assure completion of the work and payment of bills incurred on it.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing this filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md
Attach.

NOTED ON CARD
6-2-54

Box 551
Clatskanie, Oregon
May 31, 1954

4074

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Have a bill in the amount of $352.31 against Mr. A. F. Koptisch on the Mist-Clatskanie fill.

Would appreciate advice from your office as to way of collecting same.

We finished the job Feb. 15, 1954, and have sent him three statement with no response.

If possible would appreciate if you could withhold the amount mentioned above and forward to me.

Very truly yours,

Arthur Bergman
Arthur Bergman

RECEIVED
JUN 1 1954
OREGON
STATE HIGHWAY COMMISSION

[illegible] ON CARD

5-31-54

RECEIVED
FOR FILING
5-4-2-54
4074
5106

KOPPISCH CONSTRUCTION CO., INC.
P. O. BOX 327 ASTORIA, OREGON

May 29, 1954

NOTED
State Highway Engineer

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

We are in receipt of your letter of May 28th, dated March 28th, but we assumed that this was a typeographical error.

It seems that you have gotten from our letter, or from other sources, the impression that we are refusing to complete this contract, namely the Mist-Clatskanie contract 4074. If we, by letter or otherwise, gave you this impression, it certainly was not our intent.

We are very anxious to complete this project and will at once proceed with the item of "course rock in base", and after we have completed the project we will then discuss withyou any differences that we may have in regard to the payment of this item.

Yours very truly,

A. F. Koppisch

A. F. Koppisch- Pres.

AFK/h

cc
F. Terpin
D. Walker

Copies made for:
H. C. Williams
H. G. Smith
J. D. Walker

RECEIVED
JUN 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER

May

March 28, 1954

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

Attention: Mr. A. F. Koppisch, President

Gentlemen:

This is in answer to your letter of May 24 concerning the Fall Creek Section of the Mist-Clatskanie Secondary Highway, Contract No. 4074.

Mr. J. D. Walker, Division Engineer, has discussed many times the situation in regard to this contract with Mr. Williams of the Salem office, and Mr. H. G. Smith, Construction Engineer, has inspected the quarry site and the material. Mr. Smith advises that the quarry is in the same condition as when you bid, and that the cost of shooting must be what anyone would have anticipated. In his opinion, there is no need to drain the pit. It is my understanding that Mr. Walker has held up the estimates because you refused to proceed with your contract and surface the road with "coarse rock in base", which is called for in the contract, and I see no reason to countermand his orders but rather feel that I should go further and advise your bonding company to proceed unless you are willing to complete the contract.

You placed certain talus material on the road in lieu of the "coarse rock in base" specified under the contract, which specified that the material should be quarry-run or crusher-run rock meeting the standard abrasion test and the plasticity index requirements. This material proved unsatisfactory and was rejected by the Division Engineer, but you were allowed for this material in your estimate at your bid price; therefore, I do not see that the rejection of this material has any bearing on whether or not you should furnish the material specified and which you bid upon under the contract.

I am always willing to discuss claims from contractors who feel that they have not been treated fairly under the contract, but I object to your refusing to proceed with the work and your leaving the road in an unsatisfactory condition over a considerable period of time while payments are discussed. If you continue in this attitude, it will be necessary to notify your bonding company of your action, and it will likewise have an adverse effect on your qualification to bid other jobs.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. J. D. Walker
HGS: fp

## ASSIGNMENT

**Date:** May 26, 1954 No. 5106 By WCW

**Description:** Letter of May 24 from the Keppisch Construction Co. regarding the contract for the Clatskanie Fall Creek Contract No. 4074

Acknowledged by____ Referred to Smith ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 5-28-54 me Report Received__________

---

PLEASE RETURN TO
W. C. WILLIAMS

STRUCTION CO., INC.
STORIA, OREGON

y 24, 1954

NOTED
W. C. WILLIAMS

er 16, 1953 for the Clatskanie Fall

hat we were asked by the engineer to

a finished subgrade. This was nec-

hort of material to bring the fill

instructed by the engineer, Mr. Terpin,

terial from a pit selected and specified

aterial was available in a form that

a shovel could readily load without any shooting of the pit.

The engineer instructed us as to the material that he wanted loaded from this pit, and we started loading, hauling and processing base rock on the finished subgrade. As this job progressed we were instructed by the inspector on the job to move out of that part of the pit and dig in another part of the pit for what he thought was better material. The resident engineer came along shortly after that and we were again asked to move, not to a new location, but to our old location in the pit, and load the material that the inspector on the job had previously rejected. We continued until it became impossible for our own trucks to get over the material after it was placed on the subgrade. Traffic practically came to a

PLEASE RETURN TO
W. C. WILLIAMS

KOPPISCH CONSTRUCTION CO., INC.
P. O. BOX 327 ASTORIA, OREGON

May 24, 1954

NOTED
W. C. WILLIAMS

Oregon State Highway Commission

Salem, Oregon

Dear Sirs:

We were awarded a contract on December 16, 1953 for the Clatskanie Fall Creek job contract # 4074.

It was found as the job progressed that we were asked by the engineer to do extra work to complete the job to a finished subgrade. This was necessary due to the fact that we ran short of material to bring the fill up to subgrade.

When the subgrade was ready we were instructed by the engineer, Mr. Terpin, to start putting on the base rock material from a pit selected and specified in the plans of our contract. The material was available in a form that a shovel could readily load without any shooting of the pit.

The engineer instructed us as to the material that he wanted loaded from this pit, and we started loading, hauling and processing base rock on the finished subgrade. As this job progressed we were instructed by the inspector on the job to move out of that part of the pit and dig in another part of the pit for what he thought was better material. The resident engineer came along shortly after that and we were again asked to move, not to a new location, but to our old location in the pit, and load the material that the inspector on the job had previously rejected. We continued until it became impossible for our own trucks to get over the material after it was placed on the subgrade. Traffic practically came to a standstill, and the inspector instructed our dozer operator to push the unsuitable material off of the subgrade. Our shovel was then moved to another location in the pit to get a better grade ofmaterial to finish the completion of our item, base rock on subgrade. The following Monday we were going to put on 1"-0 material, but due to rain we were told by the inspector that we could not put it on.

Mr. Walker, the district engineer, came and looked at the condition of the road. He instructed the resident engineer to inform us that we had to go back into this pit and get six or eight hundred more yards of good clean rock to put the road into a more suitable condition before putting on the 1"-0 material. It must be remembered at this time that we had put on more pit run rock, from the source as specified in the contract, than the gross amount called for in our contract, and we only loaded and hauled "that" material from the pit that either the inspector or the resident engineer instructed us to use.

We were of the opinion that if we were to go back to get the extra rock that Mr. Walker requested we would have to drain and shoot the pit to obtain the material.

We informed Mr. Terpin of this fact and told him that we would not proceed with the extra work unless instructed to do so, and a method of payment was agreed upon.

This pit has a very high face to it which is almost straight up and sown. We informed the district and resident engineer that to put in lifter holes may bring down enough rock for the job, but that we could only try this method and could not guarantee results. The only sure way, we told him, was to put in a "coyote" type shot which would be expensive and bring down more rock than was needed. It was agreed upon that we try putting in the lifter holes, to keep the cost of the equipment, time and materials, hoping this would be successful. It was very difficult to get the holes in deep enough. We were unable to spring the holes due to the type of material encountered. When the shots were put off we found that the shots blew out leaving the high face still standing, which is a very dangerous condition. This proved our fears that lifters were not the answer and that a coyote type hole would have been the successful way to have shot the pit. On the morning of the 19th of May, I was informed by the resident engineer that the district engineer, Mr. Walker, informed him to tell us that we are to get pit run rock, no matter how, and to put it on the road for our bid price in our contract. We were also informed that we will have our monies due us in estimates withheld until the rock is put on the road. Mr. Terpin, the resident engineer, intimated that our previous claim for extra work done to complete the fill would also be held up. This claim already has been laying on his desk for quite some period of time.

In view of the stand that has been taken in these circumstances, we want to go on record to say at this time, we feel we are entitled to be compensated for any extra expense necessary in getting the rock that we have been asked to find to get this base in a suitable condition for the 1"-0 topping material that is left to complete our contract.

We have been unable to do any work since the 12th of April, due to the afore mentioned circumstances, and we are very anxious to get this job com-method and could not guarantee results. The only sure way, we told him, was to put in a "coyote" type shot which would be expensive and bring down more rock than was needed. It was agreed upon that we try putting in the lifter holes, to keep the cost of the equipment, time and materials, hoping this would be successful. It was very difficult to get the holes in deep enough. We were unable to spring the holes due to the type of material encountered. When the shots were put off we found that the shots blew out leaving the high face still standing, which is a very dangerous condition. This proved our fears that lifters were not the answer and that a coyote type hole would have been the successful way to have shot the pit. On the morning of the 19th of May, I was informed by the resident engineer that the district engineer, Mr. Walker, informed him to tell us that we are to get pit run rock, no matter how, and to put it on the road for our bid price in our contract. We were also informed that we will have our monies due us in estimates withheld until the rock is put on the road. Mr. Terpin, the resident engineer, intimated that our previous claim for extra work done to complete the fill would also be held up. This claim already has been laying on his desk for quite some period of time.

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We have been unable to do any work since the 12th of April, due to the afore mentioned circumstances, and we are very anxious to get this job completed since the completion date is July 31st. We will wait several days to give ample time for this problem to be considered, and if we do not hear from anyone in regards to this, we will proceed with additional shooting, or find suitable pit run rock with the understanding that we will receive just payment for the extra expense that will be incured.

Only under protest will we proceed in any other manner to furnish extra material ffor this base rock item. We also feel that holding up our monies due us for extra work and estimates due now is doing us an injustice, and that it should be immediately sent to us.

Very truly yours,

Koppisch Construction Co. Inc.

By A. F. Koppisch
A. F. Koppisch, Pres.

cc
D. Walker
F. Terpin

RECEIVED
MAY 26 1954
OREGON
STATE HIGHWAY COMMISSION

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Very truly yours,

Koppisch Construction Co. Inc.

By A. F. Koppisch
A. F. Koppisch, Pres.

cc
D. Walker
F. Terpin

RECEIVED
MAY 26 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1954
FOR FILING

105-4/204

4074

Salem, Oregon
March 24, 1954

Mr. C. H. Maison
Auditor

Dear Mr. Maison:

I have just received a copy of Mr. Enfield's letter of March 24, 1954, directed to Denver Young, Sheriff of Marion County, concerning the Notice of Garnishment and Writ of Attachment of G. E. Holtberg v. Heavy Hauling Company, Inc., and I note that a copy of that letter was also sent to you.

In view of the contents of Mr. Enfield's letter, which incidentally was prepared by Mr. Owen E. McAdams, Jr., Assistant Attorney, it will not be necessary to withhold further any monies now due or hereafter to become due Koppisch Construction Company in connection with State Highway Contract No. 4074 until the Highway Commission has been served with the proper Notice of Garnishment and Writ of Attachment.

I will keep you informed in this regard.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Floyd Query

NOTED ON CARD

3-24-54 S

FORM E-120 90M REVISED 9-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 24, 1954

Mr. Denver Young
Marion County Sheriff
Salem, Oregon

Re: Notice of Garnishment
and Writ of Attachment
G. E. Holtberg v. Heavy Hauling Co., Inc.

Case No. 21075
Sum: $1,677.28

Dear Mr. Young:

Please be advised that the State Highway Commission of the State of Oregon does not have any property, money or credits of any nature due and owing to the above named defendant, Heavy Hauling Co., Inc.

Please be further advised that contract job No. 4074, being Fall Creek Section of the Mist-Clatskanie Secondary Highway in Clatsop County, Oregon, was let to Kappisch Construction Co., Inc., P. O. Box 307, Astoria, Oregon.

Therefore, under the circumstances we wish to advise that we will not and cannot hold any money due to the Kappisch Construction Co., Inc., on contract job No. 4074, under the service made in the instant case.

Sincerely yours,

C. W. ENFIELD
Chief Counsel

By

C. E. McADAMS, jr.
Assistant Attorney

F. QUERY

CEM:jfw
cc: Mr. H. B. Glaisyer
Mr. C. H. Maison
Mr. E. Earl Seike, Attorney at Law
Glenn Falls Indemnity Co.

Query - Mrs. Lewis' note on card - not necessary to hold up payments unless we are served with a proper writ of attachment HBG.

LETTER TO Maison
DATE 3.24.54

3-24-54

RECEIVED
MAR 23 1954
FOR FILING

[illegible]

4074

Salem, Oregon
March 22, 1954

Mr. C. W. Enfield
Chief Counsel
Building

Attention: Mr. O. E. McAdams, Jr.

Dear Sir:

This letter is in reply to Mr. McAdams' oral request concerning a notice of garnishment and writ of attachment filed in this office on March 15. The papers were written in favor of G. E. Holtberg against Heavy Hauling Company, Inc., in the sum of $1,677.28. These papers, however, indicated that the attachment is in connection with Contract No. 4074. Contract No. 4074 was awarded to Koppisch Construction Company, Inc., on December 16, 1953, and is scheduled to be completed on July 31, 1954.

The State Highway Commission has no existing contracts underway with Heavy Hauling Company, Inc., and we have no record of any contracts having been entered into with them.

Very truly yours

Secretary

FAQ:md

File

RECEIVED
MAR 17 1954
FOR FILING

[illegible]-4974

11.17

March 16, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

There was filed in this office on March 15 a Notice of Garnishment and a Writ of Attachment in favor of G. E. Holtberg against Heavy Hauling Company, Inc., in the sum of $1,677.38. These papers were filed against funds due on Contract No. 4974 awarded to Koppisch Construction Company, Inc., for work on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

NOTED ON CARD
3-18-54

Lewis

RECEIVED
FOR FILING

[illegible]

[illegible]

Salem, Oregon
March 16, 1954

Mr. C. W. Enfield
Chief Counsel
Building

Dear Mr. Enfield:

Attached is a Notice of Garnishment and Writ of Attachment served in this office at 9:00 a.m., March 15, 1954. It had previously been presented in the Accounting Division and was forwarded by them to us.

The Garnishment and Attachment is in favor of G. E. Holtberg against Heavy Hauling Company in the sum of $1,677.28 on State highway Contract No. 4074.

Very truly yours

Secretary

FAC:md
Attach.
cc - Mr. C. H. Maison

NOTED ON CARD
3-18-54

Lewis

RECEIVED
FOR FILING

Salem, Oregon
March 16, 1954

Mr. C. W. Enfield
Chief Counsel
Building

Dear Mr. Enfield:

Attached is a Notice of Garnishment and Writ of Attachment served in this office at 9:00 a.m., March 15, 1954. It had previously been presented in the Accounting Division and was forwarded by them to us.

The Garnishment and Attachment is in favor of G. E. Holtberg against Heavy Hauling Company in the sum of $1,677.28 on State highway Contract No. 4074.

Very truly yours

Secretary

FAC:md
Attach.
cc - Mr. C. H. Maison

NOTED ON CARD
3-16-54

RECEIVED
JAN 12 1954
FOR FILING

105-4204

4074

January 12, 1954

Koppisch Construction Co.
P. O. Box 327
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4074, which was awarded to you on December 16, 1953 by the State Highway Commission, for grading, culvert and rock base on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

[illegible]

[illegible]

AGENDA
JAN 21 1954

3a

December 16, 1953

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission on December 11th accepted your proposal for grading and rock base on the Fall Creek Section of the Mist-Clatskanie Secondary Highway in Columbia County for the sum of $19,675.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way has been acquired. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4374.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc- Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

copies

E.R.

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
December 16, 1953
11:00 a.m.

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Fall Creek Section of Mist-Clatskanie Secondary Highway in Columbia County for which you submitted low bid on December 11. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

RECEIVED

105-4074

4074

December 14, 1953

Koppish Construction Company
P. O. Box 367
Astoria, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your bid in the amount of $19,675.00 for grading and rock base on 0.13 mile of the Fall Creek Section of the Mist-Clatskanie Secondary Highway about 3.4 miles south of Clatskanie in Columbia County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract as soon as right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

FI-324(8) Gervais-Hayesville Unit, 1954
Willamette River-Hayesville
#4075 Sec., Portland-Salem Exp.

4075

**State:** Oregon

**Project No.:** FI-324(8)

## MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 20th day of May, 1954, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project FI-324(8), is hereby modified to change the approved estimate of cost to $988,000.00 and the Federal funds set aside to the credit of the project to $612,000.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 21st day of May, 1957.

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By: Chas H Reynolds
Chairman, State Highway Commission

By: ____________________
Member, State Highway Commission

By: ____________________
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By: C G Polk
District Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid
Project No. FI-324(8)

## GERVAIS-HAYESVILLE SECTION OF THE PORTLAND-
## SALEM FREEWAY IN MARION COUNTY

(Revised estimate as a basis for modified project agreement. Based on final quantities at low bid prices, approved price agreements, etc.)

Salem, Oregon, April 12, 1957

Type Code 0010
Roadway (Grading)(Sta. 1246+26.54 to Sta. 1850+37.72)(Contract No. 4075)

| | | | | |
|---|---|---|---|---|
| All | Required | Clearing and Grubbing (90%) | $ | $ 18,000.00 |
| 5,706 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 11,412.00 |
| 423,900 | cu. yds. | Special Borrow Excavation, Unclassified | 0.23 | 97,497.00 |
| 482,680 | cu. yds. | General Excavation, Unclassified | 0.23 | 111,016.40 |
| 3,121,492 | yd. sta. | Short Overhaul | 0.01 | 31,214.92 |
| 90,088 | C-yd.sta. | Long Overhaul | 0.40 | 36,035.20 |
| 14,703 | cu. yd. | Excavating and Placing Topsoil | 0.50 | 7,351.50 |
| 6,963 | yd. mi. | Truck Haul on Topsoil | 0.15 | 1,044.45 |
| 11.40 | miles | Finishing Roadbed and Slopes | 1,000.00 | 11,400.00 |
| 3,625 | lin. ft. | Rounding Cutbanks | 0.15 | 543.75 |
| 1,281 | lin. ft. | 12-inch Concrete Pipe | 1.50 | 1,921.50 |
| 7,938 | lin. ft. | 18-inch Concrete Pipe | 2.85 | 22,623.30 |
| 42 | lin. ft. | 42-inch Concrete Pipe | 3.75 | 157.50 |
| 637 | lin. ft. | 30-inch Concrete Pipe | 5.50 | 3,503.50 |
| 36 | lin. ft. | 36-inch Concrete Pipe | 7.00 | 252.00 |
| 240 | lin. ft. | 36-inch Extra Strength Concrete Pipe | 8.00 | 1,920.00 |
| 78 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 20.00 | 1,560.00 |
| 180 | lin. ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 5,400.00 |
| 412 | lin. ft. | 8-inch Metal Drain Pipe | 2.00 | 824.00 |
| 280 | lin. ft. | 6-inch Perforated Metal Pipe* | 1.50 | 420.00 |
| 75 | cu. yds. | 3/8" - 0 Backfill in Drains* | 2.00 | 150.00 |
| 447 | lin. ft. | 10-inch Sewer Pipe | 1.10 | 491.70 |
| 117 | only | 18-inch Metal End Sections | 26.50 | 3,100.50 |
| 189 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 189.00 |
| 23 | only | Concrete Catch Basins | 65.00 | 1,495.00 |
| 577 | cu. yds. | Class "A" Concrete | 46.00 | 26,542.00 |
| 108,663 | lbs. | Metal Reinforcement | 0.11 | 11,952.93 |
| 22,725 | cu. yds. | Coarse Material in Base and Surfacing | 1.10 | 24,997.50 |
| 7,171 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.20 | 15,776.20 |
| 754 | M-gal. | Sprinkling | 2.50 | 1,885.00 |
| | | Price Agreement No. 4 | | |
| 176 | lin. ft. | 43" x 27" Corrugated Metal Pipe, Arch Type | 13.25 | 2,332.00 |
| | | Extra Work Order No. 1 | | |
| All | Required | 6-inch Irrigation Pipe | | 1,347.34 |
| | | Subtotal | | $454,356.19 |
| | | Engr. & Cont. | | 31,643.81 |
| | | Total | | $486,000.00 |

6.19
3.81

Length of Roadway 11.408 Miles
Length of 8 Structures 0.036 Mile
Total Length 11.444 Miles
Cost of Roadway Per Mile $42,601.68

* Minor Change

Type Code 6201
Roadway (Grading and Paving)(Sta. 1050+37.72 to Sta. 1650+39.98)(Contract No. 4075)

| | | | | |
|---|---|---|---|---|
| All | Required | Clearing and Grubbing (10%) | $ | $ 2,000.00 |
| 5,973 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 11,946.00 |
| 307,303 | cu. yds. | General Excavation, Unclassified | 0.23 | 70,679.69 |
| 1,588,559 | yd. sta. | Short Overhaul | 0.01 | 15,885.59 |
| 22,903 | C-yd.sta. | Long Overhaul | 0.40 | 9,161.20 |
| 23,592 | cu. yds. | Excavating and Placing Topsoil | 0.50 | 11,796.00 |
| 12,274 | yd. mi. | Truck Haul on Topsoil | 0.15 | 1,841.10 |
| 0.76 | mile | Finishing Roadbed and Slopes | 1,000.00 | 760.00 |
| 1,150 | lin. ft. | Rounding Cutbanks | 0.15 | 172.50 |
| 2,028 | lin. ft. | 12-inch Concrete Pipe* | 1.50 | 3,042.00 |
| 67 | lin. ft. | 18-inch Concrete Pipe | 2.85 | 190.95 |
| 1,557 | lin. ft. | 24-inch Concrete Pipe* | 3.75 | 5,838.75 |
| 132 | lin. ft. | 90-inch Structural Plate Pipe | 46.00 | 6,072.00 |
| 5,114 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.50 | 7,671.00 |
| 905 | cu. yds. | 3/8" - 0 Backfill in Drains | 2.00 | 1,810.00 |
| 2,030 | lin. ft. | 8-inch Sewer Pipe | 1.00 | 2,030.00 |
| 201 | lin. ft. | 10-inch Sewer Pipe | 1.10 | 221.10 |
| 2,511 | lin. ft. | 12-inch Sewer Pipe | 1.50 | 3,766.50 |
| 570 | lin. ft. | 18-inch Sewer Pipe | 2.60 | 1,482.00 |
| 7 | only | Extra for Installing Connections to Pipe Culverts* | 5.00 | 35.00 |
| 273 | lin. ft. | Salvaging Culvert Pipe* | 1.00 | 273.00 |
| 23 | only | Concrete Catch Basins | 65.00 | 1,495.00 |
| 9 | only | Concrete Manholes | 225.00 | 2,025.00 |
| 756 | cu. yds. | Concrete Curbs | 40.00 | 30,240.00 |
| 149 | only | Corrugated Metal Sight Posts | 3.00 | 447.00 |
| 2,398 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 7,194.00 |
| 1,977 | lin. ft. | Salvaging and Reinstalling Guard Rail | 3.00 | 5,931.00 |
| 1,260 | lin. ft. | 1¼" Electrical Conduit | 1.50 | 1,890.00 |
| 63,676 | cu. yds. | Coarse Material in Base and Surfacing | 1.10 | 70,043.60 |
| 8,567 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.20 | 18,847.40 |
| 3,659 | M-gals. | Sprinkling | 2.50 | 9,147.50 |
| 3,990 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.00 | 15,960.00 |
| 593 | tons | RC-3 Asphalt in Binder Course | 40.00 | 23,720.00 |
| 20,041 | tons | Class "B" Asphaltic Concrete | 5.60 | 112,229.60 |
| 156 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 4.00 | 624.00 |
| 125 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 37.00 | 4,625.00 |
| 20 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 40.00 | 800.00 |
| 2,975 | lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 2,975.00 |

|  |  |  |  |  |
|---|---|---|---|---|
|  | Price Agreement No. 8 |  |  |  |
| 71 tons | RS-1 Asphalt in Pavement Seal | $40.00 | $ 2,840.00 |  |
| 384 cu. yds. | ½" - #10 Aggregate in Pavement Seal | 4.00 | 1,536.00 |  |
|  | Subtotal |  | $469,244.48 | 469,244.48 |
|  | Engr. & Cont. |  | 32,755.52 | 32,755.52 |
|  | Total |  | $502,000.00 |  |

Length of Roadway 0.758 Mile
Cost of Roadway Per Mile $662,269.12

* Minor Change

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $486,000.00 | $301,045.00 | $184,955.00 |
| Roadway (Grading & Paving) | 502,000.00 | 310,955.00 | 191,045.00 |
|  | $988,000.00 | $612,000.00 | $376,000.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. FI-324(8)

FI-324(2)

4[illegible]5

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of October, 1953, a program, which was approved on the 23rd day of October, 1953; for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 25th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred fifty-eight thousand and 00/100 dollars ($558,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-5

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1246+26.54 in Section 14, T. 5 S., R. 2 W., W.M., and survey station 1890+38.98 in Section 12, T. 7 S., R. 3 W., W.M., except stations 1843+88.87 to 1845+80.87, length 12.166 miles, in Marion County, being Oregon Federal Aid project No. FI-324(8), consisting of 12.166 miles of roadway and no bridges, ~~[illegible]~~h of more than 20 feet clear span, ______ ~~[illegible]~~.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

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## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred fifty-eight thousand and 00/100 dollars ($558,000.00), which does not exceed the authorized Federal pro rata share of nine hundred fifty-one thousand, three hundred ninety-eight and 80/100 dollars ($951,398.80), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest Lloyd Owen
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGIN

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

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DIVISION

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Oregon State Highway Department

Federal Aid Project
No. FI 324 (8)

## GERVAIS-HAYESVILLE SECTION OF THE PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code 0010
Roadway (Grading)(Sta. 1246+26.54 to Sta. 1850+37.72)(Contract No. 4075)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | $ | $ 18,000.00 |
| 5,700 | Cu. Yd. | Structural Excavation, Unclassified | 2.00 | 11,400.00 |
| 283,000 | Cu. Yd. | Special Borrow Excavation, Unclassified | 0.23 | 65,090.00 |
| 548,000 | Cu. Yd. | General Excavation, Unclassified | 0.23 | 126,040.00 |
| 4,604,000 | Yd. Sta. | Short Overhaul | 0.01 | 46,040.00 |
| 124,000 | C-Yd. Sta. | Long Overhaul | 0.40 | 49,600.00 |
| 7,400 | Cu. Yd. | Excavating and Placing Topsoil | 0.50 | 3,700.00 |
| 7,000 | Yd. Mi. | Truck Haul on Topsoil | 0.15 | 1,050.00 |
| 11.40 | Miles | Finishing Roadbed & Slopes | 1,000.00 | 11,400.00 |
| 6,200 | Lin. Ft. | Rounding Cutbanks | 0.15 | 930.00 |
| 200 | Lin. Ft. | 12-inch Concrete Pipe | 1.50 | 300.00 |
| 9,950 | Lin. Ft. | 18-inch Concrete Pipe | 2.85 | 28,357.50 |
| 680 | Lin. Ft. | 24-inch Concrete Pipe | 3.75 | 2,550.00 |
| 980 | Lin. Ft. | 30-inch Concrete Pipe | 5.50 | 5,390.00 |
| 240 | Lin. Ft. | 36-inch Concrete Pipe | 7.00 | 1,680.00 |
| 260 | Lin. Ft. | 36-inch Extra Strength Concrete Pipe | 8.00 | 2,080.00 |
| 500 | Lin. Ft. | 58-inch Arch Type Corrugated Metal Pipe | 20.00 | 10,000.00 |
| 40 | Lin. Ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 1,200.00 |
| 160 | Lin. Ft. | 18-inch Corrugated Metal Siphon Pipe | 6.30 | 1,008.00 |
| 3 | Cu. Yd. | Concrete End Basins | 60.00 | 180.00 |
| 430 | Lin. Ft. | 8-inch Metal Drain Pipe | 2.00 | 860.00 |
| 520 | Lin. Ft. | 10-inch Sewer Pipe | 1.10 | 572.00 |
| 380 | Lin. Ft. | 12-inch Sewer Pipe | 1.50 | 570.00 |
| 12 | Only | Extra For Installing Connections To Pipe Culverts | 5.00 | 60.00 |
| 160 | Only | 18-inch Metal End Sections | 26.50 | 4,240.00 |
| 700 | Lin. Ft. | Salvaging Culvert Pipe | 1.00 | 700.00 |
| 22 | Only | Concrete Catch Basins | 65.00 | 1,430.00 |
| 700 | Cu. Yd. | Class "A" Concrete | 46.00 | 32,200.00 |
| 123,000 | Lbs. | Metal Reinforcement | 0.11 | 13,530.00 |
| 24,700 | Cu. Yd. | Coarse Material in Base & Surfacing | 1.10 | 27,170.00 |
| 7,000 | Cu. Yd. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.20 | 15,400.00 |

| | | | | |
|---|---|---|---|---|
| 670 | M-gal. | Sprinkling | 2.50 | 1,675.00 |
| | | Subtotal | | $484,402.50 |
| | | 10% Engr. & Cont. | | 48,440.25 |
| | | Total | | $532,842.75 |

| | |
|---|---|
| Length of Roadway | 11.408 miles |
| Length of 8 Structures | 0.036 mile (Exceptions |
| Total Length | 11.444 miles |
| Cost of Roadway per Mile | $46,707.81 |

Type Code 6201

Roadway (Grading & Paving)(Sta. 1850+37.72 to Sta. 1890+39.98)(Contract No. 4075)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | $ | $ 2,000.00 |
| 5,700 | Cu. Yd. | Structural Excavation, Unclassified | 2.00 | 11,400.00 |
| 407,000 | Cu. Yd. | General Excavation, Unclassified | 0.23 | 93,610.00 |
| 196,000 | Yd. Sta. | Short Overhaul | 0.01 | 1,960.00 |
| 4,000 | C-yd. Sta. | Long Overhaul | 0.40 | 1,600.00 |
| 13,600 | Cu. Yd. | Excavationg and Placing Topsoil | 0.50 | 16,800.00 |
| 34,000 | Yd. Mi. | Truck Haul on Topsoil | 0.15 | 5,100.00 |
| 0.76 | Mile | Finishing Roadbed & Slopes | 1,000.00 | 760.00 |
| 7,200 | Lin. Ft. | Rounding Cutbanks | 0.15 | 1,080.00 |
| 450 | Lin. Ft. | 18-inch Concrete Pipe | 2.85 | 1,282.50 |
| 110 | Lin. Ft. | 90-inch Structural Plate Pipe | 46.00 | 5,060.00 |
| 5,250 | Lin. Ft. | 6-inch Perforated Metal Drain Pipe | 1.50 | 7,875.00 |
| 440 | Cu. Yd. | 3/8" - 0 Backfill in Drains | 2.00 | 880.00 |
| 1,400 | Lin. Ft. | 8-inch Sewer Pipe | 1.00 | 1,400.00 |
| 80 | Lin. Ft. | 10-inch Sewer Pipe | 1.10 | 88.00 |
| 3,470 | Lin. Ft. | 12-inch Sewer Pipe | 1.50 | 5,205.00 |
| 1,700 | Lin. Ft. | 18-inch Sewer Pipe | 2.60 | 4,420.00 |
| 22 | Only | Concrete Catch Basins | 65.00 | 1,430.00 |
| 10 | Only | Concrete Manholes | 225.00 | 2,250.00 |
| 670 | Cu. Yd. | Concrete Curbs | 40.00 | 26,800.00 |
| 150 | Only | Corrugated Metal Sight Posts | 3.00 | 450.00 |
| 1,650 | Lin. Ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 4,950.00 |
| 1,650 | Lin. Ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 580 | Lin. Ft. | Salvaging and Reinstalling Guard Rail | 3.00 | 1,740.00 |
| 950 | Lin. Ft. | 1¼-inch Electrical Conduit | 1.50 | 1,425.00 |
| 62,300 | Cu. Yd. | Coarse Material in Base & Surfacing | 1.10 | 68,530.00 |
| 8,300 | Cu. Yd. | 3/4" - 0 Material in Base, Surfacing, Shoulders & Foundation Course | 2.20 | 18,260.00 |
| 1,430 | M-gal. | Sprinkling | 2.50 | 3,575.00 |
| 830 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 4.00 | 3,320.00 |
| 130 | Tons | RC-3 Asphalt in Binder Course | 40.00 | 5,200.00 |
| 14,700 | Tons | Class "B" Asphaltic Concrete | 5.60 | 82,320.00 |
| 1,000 | Cu. Yd. | Aggregate in Oil Mat Wearing Surface | 4.00 | 4,000.00 |
| 75 | Tons | 150-200 Asphalt in Oil Mat Wearing Surface | 37.00 | 2,775.00 |

| | | | | |
|---|---|---|---|---|
| 24 | Tons | RS-1 Asphalt in Oil Mat Wearing Surface | $ 40.00 | $ 960.00 |
| 2,000 | Lin. Ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 2,000.00 |
| | | Subtotal | | $380,505.50 |
| | | 10% Engr. & Cont. | | 38,050.55 |
| | | | | $418,556.05 |

Length of Roadway 0.758 Mile
Cost of Roadway per Mile $533,192.42

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $532,842.75 | $312,515.00 | $220,327.75 |
| Roadway (Grading & Paving) | 418,556.05 | 245,485.00 | 173,071.05 |
| | $951,398.80 | $558,000.00 | $393,398.80 |

State Funds For Construction: Chap. 175,law 1917; Chap. 31, laws 1920, Chap. 529,laws 1939.

State Funds For Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-324 (8)

## GERVAIS-HAYESVILLE SECTION OF THE
## PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 0010
Roadway (Grading) (Sta. 1246+26.54 to Sta. 1850+37.72)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 31,500.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 283,000 | cu. yds. | Special Borrow Excavation, Unclassified | 0.24 | 67,920.00 |
| 548,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 131,520.00 |
| 4,604,000 | yd. sta. | Short Overhaul | 0.015 | 69,060.00 |
| 124,000 | C-yd. sta. | Long Overhaul | 0.40 | 49,600.00 |
| 7,400 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 7,400.00 |
| 7,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 1,400.00 |
| 11.40 | miles | Finishing Roadbed and Slopes | 1,000.00 | 11,400.00 |
| 6,200 | lin. ft. | Rounding Cutbanks | 0.15 | 930.00 |
| 200 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 400.00 |
| 9,950 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 34,825.00 |
| 680 | lin. ft. | 24-inch Concrete Pipe | 6.00 | 4,080.00 |
| 980 | lin. ft. | 30-inch Concrete Pipe | 7.25 | 7,105.00 |
| 240 | lin. ft. | 36-inch Concrete Pipe | 8.00 | 1,920.00 |
| 260 | lin. ft. | 36-inch Extra Strength Concrete Pipe | 9.00 | 2,340.00 |
| 500 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 18.00 | 9,000.00 |
| 40 | lin. ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 1,200.00 |
| 160 | lin. ft. | 18-inch Corrugated Metal Siphon Pipe | 5.50 | 880.00 |
| 3 | cu. yds. | Concrete End Basins | 60.00 | 180.00 |
| 430 | lin. ft. | 8-inch Metal Drain Pipe | 2.25 | 967.50 |
| 520 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 988.00 |
| 380 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 760.00 |
| 12 | only | Extra For Installing Connections to Pipe Culverts | 10.00 | 120.00 |
| 160 | only | 18-inch Metal End Sections | 35.00 | 5,600.00 |
| 700 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,400.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |

| | | | | |
|---|---|---|---|---|
| 700 | cu. yds. | Class "A" Concrete | $ 55.00 | $ 38,500.00 |
| 123,000 | lbs. | Metal Reinforcement | 0.14 | 17,220.00 |
| 24,700 | cu. yds. | Coarse Material in Base and Surfacing | 1.50 | 37,050.00 |
| 7,000 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 19,250.00 |
| 670 | M-gal. | Sprinkling | 2.50 | 1,675.00 |
| | | | Subtotal | $571,870.50 |
| | | | 10% Engr. & Cont. | 57,187.05 |
| | | | Total | $629,057.55 |

| | |
|---|---|
| Length of Roadway | 11.408 miles |
| Length of 9 Structures | 0.036 mile (Exceptions) |
| Total Length | 11.444 miles |
| Cost of Roadway per Mile | $55,141.79 |

**Type Code 6201**
**Roadway (Grading and Paving) (Sta. 1850+37.72 to Sta. 1890+39.98)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 3,500.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 407,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 97,680.00 |
| 196,000 | yd. sta. | Short Overhaul | 0.015 | 2,940.00 |
| 4,000 | C-yd. sta. | Long Overhaul | 0.40 | 1,600.00 |
| 13,600 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 13,600.00 |
| 34,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 6,800.00 |
| 0.76 | mile | Finishing Roadbed and Slopes | 1,000.00 | 760.00 |
| 7,200 | lin. ft. | Rounding Cutbanks | 0.15 | 1,080.00 |
| 450 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,575.00 |
| 110 | lin. ft. | 90-inch Structural Plate Pipe | 50.00 | 5,500.00 |
| 5,250 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 10,500.00 |
| 440 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.00 | 2,200.00 |
| 1,400 | lin. ft. | 8-inch Sewer Pipe | 1.75 | 2,450.00 |
| 80 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 152.00 |
| 3,470 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 6,940.00 |
| 1,700 | lin. ft. | 18-inch Sewer Pipe | 3.25 | 5,525.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |
| 10 | only | Concrete Manholes | 300.00 | 3,000.00 |
| 670 | cu. yds. | Concrete Curbs | 45.00 | 30,150.00 |
| 150 | only | Corrugated Metal Sight Posts | 3.00 | 450.00 |
| 1,650 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.25 | 5,362.50 |
| 1,650 | lin. ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 580 | lin. ft. | Salvaging and Reinstalling Guard Rail | 2.00 | 1,160.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 950 | lin. ft. | 1½-inch Electrical Conduit | $ 1.00 | $ 950.00 |
| 62,300 | cu. yds. | Coarse Material in Base and Surfacing | 1.50 | 93,450.00 |
| 8,300 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 22,825.00 |
| 1,430 | M-gal. | Sprinkling | 2.50 | 3,575.00 |
| 830 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.25 | 3,527.50 |
| 130 | tons | RC-3 Asphalt in Binder Course | 42.00 | 5,460.00 |
| 14,700 | tons | Class "B" Asphaltic Concrete | 5.75 | 84,525.00 |
| 1,000 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 4.25 | 4,250.00 |
| 75 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 40.00 | 3,000.00 |
| 24 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 42.00 | 1,008.00 |
| 2,000 | lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 2,000.00 |
|  |  | Subtotal |  | $443,175.00 |
|  |  | 10% Engr. & Cont. |  | 44,317.50 |
|  |  | Total |  | $487,492.50 |

Length of Roadway 0.758 mile
Cost of Roadway per Mile $643,129.94

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $ 629,057.55 | $314,374.00 | $314,683.55 |
| Roadway (Grading and Paving) | 487,492.50 | 243,626.00 | 243,866.50 |
|  | $1,116,550.05 | $558,000.00 | $558,550.05 |

Oregon State Highway Department

Federal Aid Project
No. FI-324 (8)

## GERVAIS-HAYESVILLE SECTION OF THE
## PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 0010
Roadway (Grading) (Sta. 1246+26.54 to Sta. 1850+37.72)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 31,500.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 283,000 | cu. yds. | Special Borrow Excavation, Unclassified | 0.24 | 67,920.00 |
| 548,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 131,520.00 |
| 4,604,000 | yd. sta. | Short Overhaul | 0.015 | 69,060.00 |
| 124,000 | C-yd. sta. | Long Overhaul | 0.40 | 49,600.00 |
| 7,400 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 7,400.00 |
| 7,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 1,400.00 |
| 11.40 | miles | Finishing Roadbed and Slopes | 1,000.00 | 11,400.00 |
| 6,200 | lin. ft. | Rounding Cutbanks | 0.15 | 930.00 |
| 200 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 400.00 |
| 9,950 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 34,825.00 |
| 680 | lin. ft. | 24-inch Concrete Pipe | 6.00 | 4,080.00 |
| 980 | lin. ft. | 30-inch Concrete Pipe | 7.25 | 7,105.00 |
| 240 | lin. ft. | 36-inch Concrete Pipe | 8.00 | 1,920.00 |
| 260 | lin. ft. | 36-inch Extra Strength Concrete Pipe | 9.00 | 2,340.00 |
| 500 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 18.00 | 9,000.00 |
| 40 | lin. ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 1,200.00 |
| 160 | lin. ft. | 18-inch Corrugated Metal Siphon Pipe | 5.50 | 880.00 |
| 3 | cu. yds. | Concrete End Basins | 60.00 | 180.00 |
| 430 | lin. ft. | 8-inch Metal Drain Pipe | 2.25 | 967.50 |
| 520 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 988.00 |
| 380 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 760.00 |
| 12 | only | Extra For Installing Connections to Pipe Culverts | 10.00 | 120.00 |
| 160 | only | 18-inch Metal End Sections | 35.00 | 5,600.00 |
| 700 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,400.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |

Oregon State Highway Department

Federal Aid Project
No. FI-324 (8)

## GERVAIS-HAYESVILLE SECTION OF THE

## PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 0010
Roadway (Grading) (Sta. 1246+26.54 to Sta. 1850+37.72)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 31,500.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 283,000 | cu. yds. | Special Borrow Excavation, Unclassified | 0.24 | 67,920.00 |
| 548,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 131,520.00 |
| 4,604,000 | yd. sta. | Short Overhaul | 0.015 | 69,060.00 |
| 124,000 | C-yd. sta. | Long Overhaul | 0.40 | 49,600.00 |
| 7,400 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 7,400.00 |
| 7,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 1,400.00 |
| 11.40 | miles | Finishing Roadbed and Slopes | 1,000.00 | 11,400.00 |
| 6,200 | lin. ft. | Rounding Cutbanks | 0.15 | 930.00 |
| 200 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 400.00 |
| 9,950 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 34,825.00 |
| 680 | lin. ft. | 24-inch Concrete Pipe | 6.00 | 4,080.00 |
| 980 | lin. ft. | 30-inch Concrete Pipe | 7.25 | 7,105.00 |
| 240 | lin. ft. | 36-inch Concrete Pipe | 8.00 | 1,920.00 |
| 260 | lin. ft. | 36-inch Extra Strength Concrete Pipe | 9.00 | 2,340.00 |
| 500 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 18.00 | 9,000.00 |
| 40 | lin. ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 1,200.00 |
| 160 | lin. ft. | 16-inch Corrugated Metal Siphon Pipe | 5.50 | 880.00 |
| 3 | cu. yds. | Concrete End Basins | 60.00 | 180.00 |
| 430 | lin. ft. | 8-inch Metal Drain Pipe | 2.25 | 967.50 |
| 520 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 988.00 |
| 380 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 760.00 |
| 12 | only | Extra For Installing Connections to Pipe Culverts | 10.00 | 120.00 |
| 160 | only | 18-inch Metal End Sections | 35.00 | 5,600.00 |
| 700 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,400.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |

| | | | | |
|---|---|---|---|---|
| 700 | cu. yds. | Class "A" Concrete | $ 55.00 | $ 38,500.00 |
| 123,000 | lbs. | Metal Reinforcement | 0.14 | 17,220.00 |
| 24,700 | cu. yds. | Course Material in Base and Surfacing | 1.50 | 37,050.00 |
| 7,000 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 19,250.00 |
| 670 | M-gal. | Sprinkling | 2.50 | 1,675.00 |
| | | | Subtotal | $571,870.50 |
| | | | 10% Engr. & Cont. | 57,187.05 |
| | | | Total | $629,057.55 |

Length of Roadway 11.408 miles
Length of 9 Structures 0.036 mile (Exceptions)
Total Length 11.444 miles
Cost of Roadway per Mile $55,141.79

Type Code 6201
Roadway (Grading and Paving) (Sta. 1850+37.72 to Sta. 1890+39.98)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 3,500.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 407,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 97,680.00 |
| 196,000 | yd. sta. | Short Overhaul | 0.015 | 2,940.00 |
| 4,000 | C-yd. sta. | Long Overhaul | 0.40 | 1,600.00 |
| 13,600 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 13,600.00 |
| 34,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 6,800.00 |
| 0.76 | mile | Finishing Roadbed and Slopes | 1,000.00 | 760.00 |
| 7,200 | lin. ft. | Rounding Cutbanks | 0.15 | 1,080.00 |
| 450 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,575.00 |
| 110 | lin. ft. | 90-inch Structural Plate Pipe | 50.00 | 5,500.00 |
| 5,250 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 10,500.00 |
| 440 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.00 | 2,200.00 |
| 1,400 | lin. ft. | 8-inch Sewer Pipe | 1.75 | 2,450.00 |
| 80 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 152.00 |
| 3,470 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 6,940.00 |
| 1,700 | lin. ft. | 18-inch Sewer Pipe | 3.25 | 5,525.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |
| 10 | only | Concrete Manholes | 300.00 | 3,000.00 |
| 670 | cu. yds. | Concrete Curbs | 45.00 | 30,150.00 |
| 150 | only | Corrugated Metal Sight Posts | 3.00 | 450.00 |
| 1,650 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.25 | 5,362.50 |
| 1,650 | lin. ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 580 | lin. ft. | Salvaging and Reinstalling Guard Rail | 2.00 | 1,160.00 |

| | | | | |
|---|---|---|---|---|
| 950 | lin. ft. | 1½-inch Electrical Conduit | $ 1.00 | $ 950.00 |
| 62,300 | cu. yds. | Coarse Material in Base and Surfacing | 1.50 | 93,450.00 |
| 8,300 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 22,825.00 |
| 1,430 | M-gal. | Sprinkling | 2.50 | 3,575.00 |
| 830 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.25 | 3,527.50 |
| 130 | tons | RC-3 Asphalt in Binder Course | 42.00 | 5,460.00 |
| 14,700 | tons | Class "B" Asphaltic Concrete | 5.75 | 84,525.00 |
| 1,000 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 4.25 | 4,250.00 |
| 75 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 40.00 | 3,000.00 |
| 24 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 42.00 | 1,008.00 |
| 2,000 | lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 2,000.00 |
| | | | Subtotal | $443,175.00 |
| | | | 10% Engr. & Cont. | 44,317.50 |
| | | | Total | $487,492.50 |

Length of Roadway 0.758 mile
Cost of Roadway per Mile $643,129.94

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $ 629,057.55 | $314,374.00 | $314,683.55 |
| Roadway (Grading and Paving) | 487,492.50 | 243,626.00 | 243,866.50 |
| | $1,116,550.05 | $558,000.00 | $558,550.05 |

# GERVAIS-HAYNESVILLE SECTION

## PROJECT NO. FI-32A (8)

## Comparison of Cost for 90" Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 90" Structural Plate Pipe

| | | |
|---|---|---|
| | Estimated Cost------- | $50.00 per lin. ft. |

2. Concrete Box Culvert, Size 6' x 7'

| | | |
|---|---|---|
| Class "A" Concrete per lin. ft. | .690 c.y. at $55.00 | $37.95 per lin. ft. |
| Metal Reinforcement per lin. ft. | 120.51 lbs. at 0.14 | 16.87 per lin. ft. |
| | Estimated Cost-------- | $54.82 per lin. ft. |

Oregon State Highway Department

Federal Aid Project
No. FI-324 (8)

## GERVAIS-HAYESVILLE SECTION OF THE
## PORTLAND-SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 2010
Roadway (Grading) (Sta. 1246+26.54 to Sta. 1850+37.72)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 31,500.00 |
| 6,300 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 15,750.00 |
| 309,000 | cu. yds. | Special Borrow Excavation, Unclassified | 0.24 | 74,160.00 |
| 548,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 131,520.00 |
| 4,764,000 | yd. sta. | Short Overhaul | 0.015 | 71,460.00 |
| 114,000 | C-yd. sta. | Long Overhaul | 0.40 | 45,600.00 |
| 7,400 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 7,400.00 |
| 7,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 1,400.00 |
| 11.40 | miles | Finishing Roadbed and Slopes | 1,000.00 | 11,400.00 |
| 6,200 | lin. ft. | Rounding Cutbanks | 0.15 | 930.00 |
| 200 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 400.00 |
| 9,950 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 34,825.00 |
| 680 | lin. ft. | 24-inch Concrete Pipe | 6.00 | 4,080.00 |
| 980 | lin. ft. | 30-inch Concrete Pipe | 7.25 | 7,105.00 |
| 240 | lin. ft. | 36-inch Concrete Pipe | 8.00 | 1,920.00 |
| 260 | lin. ft. | 36-inch Extra Strength Concrete Pipe | 9.00 | 2,340.00 |
| 500 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 18.00 | 9,000.00 |
| 40 | lin. ft. | 72-inch Arch Type Corrugated Metal Pipe | 30.00 | 1,200.00 |
| 160 | lin. ft. | 18-inch Corrugated Metal Siphon Pipe | 5.50 | 880.00 |
| 3 | cu. yds. | Concrete End Basins | 60.00 | 180.00 |
| 430 | lin. ft. | 8-inch Metal Drain Pipe | 2.25 | 967.50 |
| 520 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 988.00 |
| 380 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 760.00 |
| 12 | only | Extra for Installing Connections to Pipe Culverts | 10.00 | 120.00 |
| 160 | only | 18-inch Metal End Sections | 35.00 | 5,600.00 |
| 800 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,600.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |

| | | | | |
|---|---|---|---|---|
| 700 | cu. yds. | Class "A" Concrete | $ 55.00 | $ 38,500.00 |
| 123,000 | lbs. | Metal Reinforcement | 0.14 | 17,220.00 |
| 24,700 | cu. yds. | Coarse Material in Base and Surfacing | 1.50 | 37,050.00 |
| 7,000 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 19,250.00 |
| 670 | M-gal. | Sprinkling | 2.50 | 1,675.00 |
| | | Subtotal | | $578,210.50 |
| | | 10% Engr. & Cont. | | 57,821.05 |
| | | Total | | $636,031.55 |

Length of Roadway 11.408 miles
Length of 9 Structures 0.036 mile (Exceptions)
Total Length 11.444 miles
Cost of Roadway per Mile $55,753.11

**Type Code 6201**
**Roadway (Grading and Paving) (Sta. 1850+37.72 to Sta. 1890+39.98)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 3,900.00 |
| 5,700 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 14,250.00 |
| 407,000 | cu. yds. | General Excavation, Unclassified | 0.24 | 97,680.00 |
| 196,000 | yd. sta. | Short Overhaul | 0.015 | 2,940.00 |
| 4,000 | C-yd. sta. | Long Overhaul | 0.40 | 1,600.00 |
| 13,600 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 13,600.00 |
| 34,000 | yd. mi. | Truck Haul on Topsoil | 0.20 | 6,800.00 |
| 0.76 | mile | Finishing Roadbed and Slopes | 1,000.00 | 760.00 |
| 7,200 | lin. ft. | Rounding Cutbanks | 0.15 | 1,080.00 |
| 450 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,575.00 |
| 110 | lin. ft. | 90-inch Structural Plate Pipe | 50.00 | 5,500.00 |
| 5,250 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 10,500.00 |
| 440 | cu yds<br>lin. ft. | 3/8" - 0 Backfill in Drains | 5.00 | 2,200.00 |
| 1,400 | lin. ft. | 8-inch Sewer Pipe | 1.75 | 2,450.00 |
| 80 | lin. ft. | 10-inch Sewer Pipe | 1.90 | 152.00 |
| 3,470 | lin. ft. | 12-inch Sewer Pipe | 2.00 | 6,940.00 |
| 1,700 | lin. ft. | 18-inch Sewer Pipe | 3.25 | 5,525.00 |
| 22 | only | Concrete Catch Basins | 65.00 | 1,430.00 |
| 10 | only | Concrete Manholes | 300.00 | 3,000.00 |
| 670 | cu. yds. | Concrete Curbs | 45.00 | 30,150.00 |
| 150 | only | Corrugated Metal Sight Posts | 3.00 | 450.00 |
| 1,650 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.25 | 5,362.50 |
| 1,650 | lin. ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 580 | lin. ft. | Salvaging and Reinstalling Guard Rail | 2.00 | 1,160.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 950 | lin. ft. | 1¼-inch Electrical Conduit | $ 1.00 | $ 950.00 |
| 62,300 | cu. yds. | Coarse Material in Base and Surfacing | 1.50 | 93,450.00 |
| 8,300 | cu. yds. | 3/4" - 0 Material in Base, Surfacing, Shoulders and Foundation Course | 2.75 | 22,825.00 |
| 1,430 | M-gal. | Sprinkling | 2.50 | 3,575.00 |
| 830 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.25 | 3,527.50 |
| 130 | tons | RC-3 Asphalt in Binder Course | 42.00 | 5,460.00 |
| 14,700 | tons | Class "B" Asphaltic Concrete | 5.75 | 84,525.00 |
| 1,000 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 4.25 | 4,250.00 |
| 75 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 40.00 | 3,000.00 |
| 24 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 42.00 | 1,008.00 |
| 2,000 | lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 2,000.00 |
|  |  |  | Subtotal | $443,175.00 |
|  |  |  | 10% Engr. & Cont. | 44,317.50 |
|  |  |  | Total | $487,492.50 |

Length of Roadway 0.758 mile
Cost of Roadway per mile $643,129.94

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $ 636,031.55 | $315,886.00 | $320,145.55 |
| Roadway (Grading and Paving) | 487,492.50 | 242,114.00 | 245,378.50 |
|  | $1,123,524.05 | $558,000.00 | $565,524.05 |

Files

FI-[illegible](8)
4075

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 15, 1956

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4075 | 20-Final | Roy L. Houck and Son | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 17293 | H-158418 | $ 14,314.77 | 8/15/56 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: June 30, 1955

Time Extensions: to Nov. 18, 1955

Completion Date: Nov. 18, 1955

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 16 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 29 1956

FOR FILING

[illegible]

[illegible]

June 28, 1956

**CERTIFIED MAIL**

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4075 for work performed on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Roy L. Houck & Son, on November 18, 1955 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $14,314.77 will be released to the contractor on or after July 9, 1956. The total contract amount is $944,613.41, of which amount $2,541.31 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUN 18 1956
FOR FILING

June 18, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son on contract No. 4075, covering the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $14,166.99, will be released to the contractor on or after June 28, 1956. The retained percentage is $14,166.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
APR 13 1956
FOR FILING

[illegible]
4075

April 12, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son on contract No. 4075, covering Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $13,743.80, will be released to the contractor on or after April 23, 1956. The retained percentage is $28,333.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
JAN 13 1956
FOR FILING

[illegible]
4075

January 13, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Roy L. Houck & Son a portion of the funds heretofore retained by the Commission on contract No. 4075, for grading on Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This payment in the amount of $53,455.30 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $27,908.90. The present payment will be released on or after January 23, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

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JAN 6 1956
FOR FILING

RECEIVED
JAN 6 1956
FOR FILING

| |
|---|
| |
| [illegible] |
| 4075 |

January 5, 1956

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from June 30 to November 30, 1955 within which to complete your contract No. 4075, covering the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the Highway Commission granted your request to and including November 18, 1955, the actual completion date, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

Forrest Cooper,
Construction Engineer

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DEC 6 - 1955
FOR FILING

F1-324(8)
4075

B

December 5, 1955

Request for extension of time
No. 25
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Roy L. Houck & Son for an extension of time on the Corvais-Hayesville Unit section of the Portland-Salem Expressway, Contract No. 4075, from June 30, 1955 to November 30, 1955.

Wet subgrade materials prevented grading in most of the areas until late in the spring of 1955. Also, the slowness of the completion of the structures at the Hayesville Interchange seriously handicapped the contractor. This job was opened to traffic on November 1, and the project actually completed on November 18. I would recommend that the extension, to and including that date, be made without penalty.

Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
DEC 2 1955
FOR FILING

FI-324(8)
4075

B

November 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 18, 1955 on Contract No. 4075, Gervais-Hayesville Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. FI-324(8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DHP:ch

RECEIVED
NOV 30 1955
FOR FILING

324(8)
4075

November 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Gervais-Hayesville Grading Contract No. 4075, Oregon FI-324 (8), from June 30, 1955 to November 18, 1955.

Wet subgrade materials prevented grading in most of the areas until late in the spring of 1955. Also, the slowness of the completion of the structures at the Hayesville Interchange seriously handicapped the contractor.

This job was opened to traffic on November 1st, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

1-1-3:4(7)

Form E 1—10M—10-55

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 26, 1955

Section Gervais - Hayesville Unit Willamette River - Hayesville

Kind of work Grading & Paving

Highway Portland - Salem Expressway

Section prefix 24-1066

Contractor Roy L. Houck & Son

Contract number 4075

Date of contract January 22, 1954

Date of completion June 30, 1955

Date work started March 1, 1954

Estimated date of completion November 18, 1955

Project authorization $1,006,996.50

Exclusive of Engineering $935,387.86

Per cent of time elapsed 128 %

Estimated cost of completed project, exclusive of engineering $958,516.68

Estimated per cent overrun ~~or underrun~~ 2.47 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $71,608.64

Engineering cost to date $70,100.00, 98 %

Date project was completed November 18, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had this job completed on Friday of last week except for some minor paving that was not in the contract but he aggreed to do. This work was deleted on Monday so the contract is now complete, effective November 18, 1955.

Survey party is still doing necessary remeasuring along the line and the Hayesville Interchange.

The earthwork quantities have not been determined as yet pending completion of the earthwork remeasure.

This will be the last weekly report on this project.

NOTED
FORREST COOPER

RECEIVED
NOV 29 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed Glenn A. Starkey
Glenn A. Starkey, Res. Engr.

Address Rm 210 Lab Bldg. Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

| | GRADING | SURFACING | MAI NANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 12.16 | 12.16 | | | |
| Miles partially completed | | | | | |
| Miles completed | 12.16 | 12.16 | | | |
| Total estimated quantities (contract) | 1,238,000 | 102,300 | | | 14,700 |
| Total quantities corrected to date | 1,153,000 | 98,850 | | | 19,800 |
| Estimated quantities moved or placed to date | 1,153,000 | 98,850 | | | 19,800 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers.........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Rain | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

RECEIVED
AUG 19 1954
FOR FILING

[illegible]
[illegible]

August 10, 1954

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon

Gentlemen:

This is your authority to proceed with the moving of your power pole line located on private property on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway, in accordance with your estimated cost of $185.14.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

By: [illegible]

cc. W. E. Smith
C. W. Mason
[illegible]

RECEIVED

FOR FILING

FI-324(8)

47-15

July 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering furnishing and placing 6" water pipe in lieu of 18" siphon pipe on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, Contract No. 4075, in connection with Federal Aid Project No. FI-324 (8).

The 6" pipe is considered a more satisfactory system for irrigation with the 18" siphon pipe at Station 17+99 on the plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

DBF:eh

RECEIVED
MAR 3 1954
FOR FILING

FI. 324 (8)

[illegible]

March 2, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 1, 1954 on Contract No. 4075, Gervais-Hayesville Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. FI-324 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DDP:tp

RECEIVED
FEB - - 1954
FOR FILING

F1-[illegible].1([illegible])

4,[illegible]

February 8, 1954

Roy L. Houck & Son
1585 No. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4075, which was awarded to you on January 22, 1954 by the State Highway Commission, for grading on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 18 1954
FOR FILING

[illegible]

4075

AGENDA
FEB 24 1954

3a

January [illegible], 1954

Roy L. Houck & Son
1585 North 40
Salem, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your proposal for grading 12.16 miles on the Gervais-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway north of Salem in Marion County for the sum of $664,908.00 based on either concrete or metal posts and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrence of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4075.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC
Goldie Lewis

E R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

January 22, 1954

Roy L. Houck & Son
1585 North 20
Salem, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading Gervais-Hayesville Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County for which you submitted low bid on December 11, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (500-900)
Files
C. W. Head

Very truly yours

G. G. Polk
G. G. POLK
District Engineer

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

FI-324(8)

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project FI-324 (8), Gervais-Hayesville Unit of the Portland-Salem Expressway we hereby concur as of this date in award of Contract No. 4075 to Roy L. Houck & Son of Salem, Oregon, low bidder in the amount of $864,908.00 at the December 11, 1953 bid opening.

Very truly yours,

G. G. Polk
G. G. POLK
District Engineer

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JAN [illegible] 1954
FOR FILING

FI-[illegible]

4[illegible]

January 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, Project FI-324 (8), to Roy L. Houck & Son of Salem, Oregon, on the basis of the bid of $864,908 submitted on December 11, 1953, and contemplating the use of concrete or metal posts in the construction of guard fence.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
JAN 22 1954
FOR FILING

FI-

4.15

324(8)

January 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County, Project FI-324 (8), to Roy L. Houck & Son of Salem, Oregon, on the basis of the bid of $864,908 submitted on December 11, 1953, and contemplating the use of concrete or metal posts in the construction of guard fence.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
DEC 22 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

F1-324(8)

4075

FI-324(8) 4715

Salem, Oregon
December 18, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a Throughway Agreement with Marion County covering the Gervais-Hayesville Unit, Portland-Salem Expressway in Marion County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been set to the County Court of Marion County.

Yours very truly,

Secretary

rm
Attach: 1

REFERRED TO
BY SECRETARY

FORM E-30 25M 9-51 52315

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1952

SUBJECT: Assignment #4700

To:

W. C. Williams
OFFICE

Glaisyer

Attached are three copies of a throughway agreement for the Gervais-Hayesville Unit of the Willamette River Section of the Portland-Salem Expressway in Marion County.

Two copies have been signed by the County Court and are now ready for presentation to the Highway Commission.

This completes Assignment #4700.

John W. Cattrall
Engineer County and City Relations

By John D. Graham
John D. Graham
Office Engineer

Bids to be received Dec 11, 1953

2 copies to [illegible]

A

FORM E-30 20M 9-51 55318

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 3, 1953

SUBJECT: Throughway Agreement.

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

NOTED
W. C. WILLIAMS

Herewith, you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Marion County with respect to the closure of certain county roads and the handling of the same where said roads intersect with the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. This agreement is drawn pursuant to the provisions of the Throughway Act.

You will note that only the original has an exhibit attached thereto. Therefore, the County and City Relations Division should attach similar exhibits to all other copies of the agreement which are used, and mark them "Exhibit A". Particular care should be taken so that all the exhibits used conform with the exhibit attached to the original agreement.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

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DEC 21 1953
FOR FILING

[illegible]
[illegible]
[illegible]

Rf. 324(8)

December 18, 1953

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County a fully executed copy of a Throughway Agreement between the State Highway Commission and Marion County covering the Gervais-Hayesville Unit, of the Portland-Salem Expressway in Marion County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

December 14, 1953

Roy L. Houck & Son
1585 N. 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your bid in the amount of $864,908.00 (using concrete posts) for grading the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway north of Salem in Marion County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restrictions on Commencement of work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

[illegible] FOR FILING

OREGON DISTRICT

FI-324(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-324(8), Gervais-Hayesville Section of the Portland-Salem Expressway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Although the Federal funds requested are less than Oregon's legal pro rata, they are in a substantial amount and it is expected that, after award of contract, no further increase in Federal funds will be requested.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

IN-62(5) PROJECT AGREEMENT 1955

4076.4308

FEB 18 1955

February 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of project agreement signed by the Highway Commission for the Emigrant Hill Section, Project No. IN-62(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:ch

# PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

NATURE OF WORK:

4076 4308
Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

| | | | |
|---|---|---|---|
| 4076 | Berke Bros & C.R. O'Neil | 1-19-54 | Grading |
| 4308 | Rogers Const. Co. | 10-28-54 | Paving |

DATE OF COMPLETION:

4076 - 6-30-55
4308 - 9-15-55

REMARKS:

January 17, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as a basis for project agreement for the Emigrant Hill Section, Project No. IN-62 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RC-eh

Oregon State Highway Department

Federal Aid Project
No. IN-62 (5)

## EMIGRANT HILL SECTION

## OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 11, 1954

**Type Code 6201**
**2-lane Roadway** (Sta. 80+82.10 to Sta. 95+00)(Sta. 289+28.55 to Sta. 503+50)

| | | | |
|---|---|---|---|
| 19,540 cu.yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.25 | $ 43,965.00 |
| 488 M-gal. | Sprinkling | 3.00 | 1,464.00 |
| 885 cu.yds. | 3/4" - 0 Material in Binder Course | 3.00 | 2,655.00 |
| 137 tons | MC-2 Asphalt in Binder Course | 40.00 | 5,480.00 |
| 15,650 tons | Class "B" Asphaltic Concrete | 5.00 | 78,250.00 |
| 13.6 tons | RS-1 Asphalt in Tack Coat | 50.00 | 680.00 |
| 18.5 tons | RS-1 Asphalt in Pavement Seal | 40.00 | 740.00 |
| 117 cu.yds. | Aggregate in Pavement Seal | 3.50 | 409.50 |
| | Subtotal | | $133,643.50 |
| | 10% Engr. & Cont. | | 13,364.35 |
| | Total | | $147,007.85 |

| | |
|---|---|
| Length of Roadway | 4.279 miles |
| Length of Structure | 0.046 mile |
| Total Length | 4.325 miles |
| Cost of Roadway per mile | $343,556.55 |

**Type Code 6201**
**3-lane Roadway** (Sta. 95+00 to Sta. 155+75.52=289+28.55)(Sta. 503+50 to Sta. 971+00)

| | | | |
|---|---|---|---|
| 44,000 cu.yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.25 | 99,000.00 |
| 1,100 M-gal. | Sprinkling | 3.00 | 3,300.00 |
| 2,600 cu.yds. | 3/4" - 0 Material in Binder Course | 3.00 | 7,800.00 |
| 430 tons | MC-2 Asphalt in Binder Course | 40.00 | 17,200.00 |
| 47,000 tons | Class "B" Asphaltic Concrete | 5.00 | 235,000.00 |
| 50 tons | RS-1 Asphalt in Tack Coat | 50.00 | 2,500.00 |
| 45 tons | RS-1 Asphalt in Pavement Seal | 40.00 | 1,800.00 |
| 280 cu.yds. | Aggregate in Pavement Seal | 3.50 | 980.00 |
| | Subtotal | | $367,580.00 |
| | 10% Engr. & Cont. | | 36,758.00 |
| | Total | | $404,338.00 |

| | |
|---|---|
| Length of Roadway | 10.346 miles |
| Cost of Roadway per mile | $390,815.77 |

St

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-lane Roadway | $147,007.85 | $101,321.00 | $ 45,686.85 |
| 3-lane Roadway | 404,338.00 | 278,679.00 | 125,659.00 |
|  | $551,345.85 | $380,000.00 | $171,345.83 |

1

1547

Form PR 2 (Revised 1950)

State Oregon

**Federal Aid Interstate**

Project No. I-62(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 13th day of October, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred seventeen thousand and 00/100 dollars ($317,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 80+82.1 in the NE 1/4, Section 12, T. 2 N., R. 32 E., W.M., and survey station 971+00 in the SE 1/4, Section 3, T. 1 N., R. 34 E., W.M., except stations 90+22.41 to 92+64.41,

, length 14.625 miles, in Umatilla County, being Oregon Federal Aid / Interstate project No. IN-62(5), consisting of 14.625 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of total length~~.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred seventeen thousand and 00/100 dollars ($317,000.00), which does not exceed the authorized Federal pro rata share of four hundred fifty-six thousand, two hundred forty-five and 35/100 dollars ($456,245.35), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

**OREGON STATE HIGHWAY COMMISSION**
(Official title of Highway Department)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

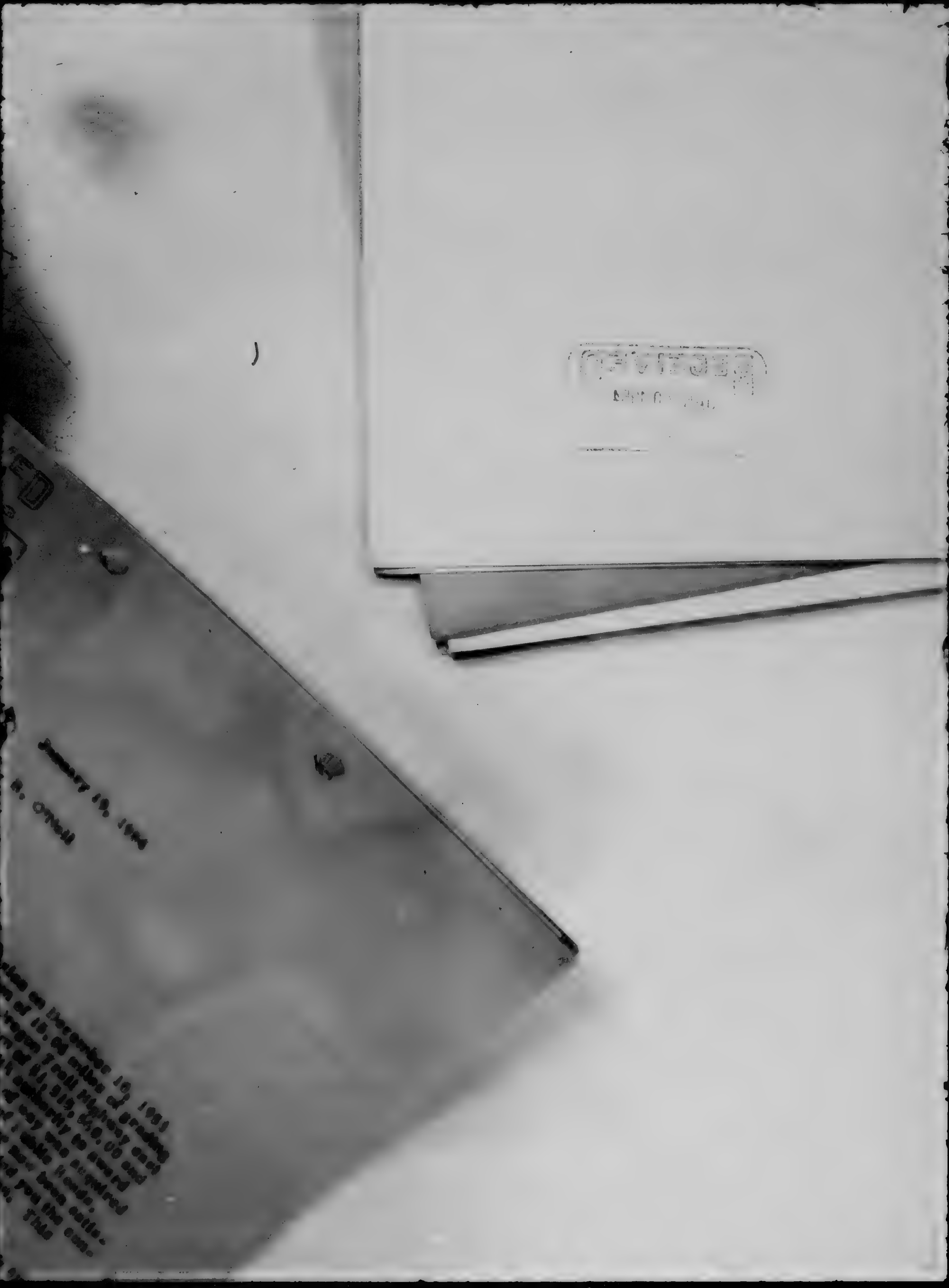
By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
*Division Engineer,*
*Bureau of Public Roads.*

BFI-62(4) Emigrant Hill Sec., Old 1954
Oregon Trail
#4076



RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 23, 1956

(CONTRACT NO.) FFI- [illegible] (EST. NO.) (CONTRACTOR)

4076 4076 22 Post Final Barke Bros. & C. R. O'Neil

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

22575 H-163717 $ 17,481.37 10/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to July 15, 1955

Completion Date: July 15, 1955

Date Accepted: November 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 10-23-56
Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 5 1956
FOR FILING
BFI-62 (N)
4076

October 5, 1956

**CERTIFIED MAIL**

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission will release a post-final payment to Berke Bros. & C. R. O'Neil in connection with contract No. 4076, covering the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County.

This payment is in the amount of $17,481.37 and will be released to the contractor as soon as the warrant is received from the Secretary of State. The revised total contract amount is $1,633,262.85, of which amount $2,347.27 represents force account items.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
AUG 15 1956
FOR FILING

| |
|---|
| BFI-62 (4) |
| |
| 4076 |

O. [illegible] BERKE
P. R. BERKE
7923 N. E. HALSEY STREET
PORTLAND 16, OREGON

C. R. O'NEIL
CRESWELL, OREGON

**BERKE AND O'NEIL**
GENERAL CONTRACTORS

June 13, 1956

REPLY TO:
7923 N.E. Halsey
Portland, Ore.

Mr. W. C. Williams
1st. Asst. State Highway Engr.
Salem, Oregon.

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

We are writing you regarding the Emigrant Hill Job Contract # 4076 and The Booth Ranch Job Contract # 4223, both bid by the Joint Venture of Berke & O'Neil.

When we met with you approximately six weeks ago, you informed us you would check with some of the other departments regarding some claims which we had filed with the State Highway Dept. for extra work and let us know the decision on them, to date we haven't heard from you, nor have we received the Final estimate on the Myrtle Creek Job. We are very anxious to get these two contracts settled so we can close out the Joint Venture Company, We will appreciate very much your early attention to the above matter and let us know your decision.

Yours very truly,
Berke & O'Neil
Vernon C. Akins
Vernon C. Akins
Bookkeeper.

RECEIVED
JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

Berke Brothers
Portland, Oregon

C. R. O'Neil
Creswell, Oregon

BERKE & O'NEIL
GENERAL CONTRACTORS

October 6, 1955

Revised April 2, 1956

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4076
Emigrant Hill Section
Old Oregon Trail Highway

Gentlemen:

During the construction of the above contract we directed our engineer to re-measure all the cuts on the job. This was accomplished in a [illegible] study of the State's re-measure and our measure shows that we are in excess of the State's measurement on a majority of cuts by a total of [illegible] cubic yards. The [illegible] of this quantity will be shown on the attached sheet.

We believe our measurement to be just and [illegible] and that we are entitled to payment for this yardage.

Please consider this as a formal claim for payment for the additional yardage shown above.

As you will note the above yardage differs from the amount first claimed in the original letter of October 6, 1955. This is due to our not having the State's final quantities at that date, however, they are now available and the 29,122.5 cubic yards is an exact figure.

Very truly yours,

BERKE & O'NEIL

C R O'Neil
ca

By: C. R. O'Neil

CRO/ca

1956

Contract 4076

[illegible]

| Station to Station | SHD Semi-Final | Berke & O'Neil Final | + or - |
|---|---|---|---|
| 75+00 - 84+00 | 29,156.6 | 29,156.6 * | --- |
| 104+00 - 145+50 | [illegible] | 2[illegible]6,400.4 | + 705.0 |
| 145+00 - 372+00 | 8,297.7 | 8,297.7 * | --- |
| 372+00 - 413+00 | 138,579.3 | 138,364.4 | - 214.9 |
| 413+00 - 572+00 | 17,088.5 | 17,088.5 * | --- |
| 579+00 - 621+00 | 71,242.8 | 72,158.9 | + 916.1 |
| 627+25 - 634+50 | 193,243,2 | 191,610.0 | -1,633.2 |
| 643+30 - 654+70 | 168,759.0 | 171,552.7 | +2,793.7 |
| 659+10 - 676+65 | 100,631.8 | 100,787.6 | + 155.8 |
| 681+20 - 691+85 | 197,846.9 | 202,613.9 | + 4,767.0 |
| 696+80 - 708+50 | 101,640.2 | 103,057.1 | + 1,416.9 |
| 713+25 - 734+40 | 118,419.4 | 120,295.4 | + 1,876.0 |
| 740+75 - 750+40 | 22,446.6 | 22,819.6 | +373.0 |
| 757+80 - 781+25 | 208,718.0 | 211,219.3 | + 2,501.3 |
| 785+65 - 836+25 | 216,470.6 | 220,521.5 | + 4,050.9 |
| 843+75 - 870+40 | 171,959.0 | 175,650.6 | + 3,691.6 |
| 870+40 - 895+60 | 60,191.9 | 61,248.2 | + 1,056.2 |
| 903+70 -Eq.- 910+50 | 76,188.5 | 79,253.8 | + 3,065.3 |
| 922+00 - 945+40 | 134,597.2 | 137,582.8 | + 2,985.6 |
| 951+85 - 961+90 | 106,362.5 | 106,978.7 | + 616.2 |
| PM 82+00 - 95+73)<br>MP 83+00 - 95+10) | 73,[illegible]12,6 | 73,[illegible]12.6 * | --- |
| | 2,483,107.8<br>2.495 | 2,512,230.3 | + 29,122.5<br>17 |

Note: The above yardages are for mainline cuts only and do not include any general excavation involved in culverts, ditches, access roads, etc.

* Yardages marked thusly were not measured by Berke & O'neil and State yardages have been accepted.

~~17,000~~ 14,2[illegible]

8600
+ 5800
14,400

RECEIVED
JUN 5 1956
FOR FILING

R. H. Baldock

March 8th, 1956

Emigrant Hill Section
Contract #4076
BF5-62/41

## FINAL COST ANALYSIS
Grading
Berke Bros. & C. R. O'Neil, Contractors
J. H. Walker, Resident Engineer

Old Oregon Trail Highway
Prefix 30-1037

| Item [illegible] | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $25,000 | $ | $ 21,852.14 | $ 25,000.00 |
| Struct. Excav., Unclass. | 2,413.54 | Cu. Yd. | 3.00 | 2.62 | 6,318.69 | 7,240.62 |
| General Excavation, Unclass. | 2,512,354.51 | " " | 0.50 | 0.498 | 1,253,262.39 | 1,256,177.25 |
| Short Overhaul | 6,959,373 | Yd. Sta. | 0.01 | 0.[illegible] 0.01 | 69,498.84 | 69,593.73 |
| Long " | 298,844.3 | C-Yd. Sta. | 0.35 | 0.349 | 104,319.61 | 104,595.51 |
| Finish Roadbed & Slopes | 15.05 | Mile | 1,000.00 | 874.68 | 13,163.97 | 15,050.00 |
| Rounding Cutbanks | 57,303 | Lin. Ft. | 0.15 | 0.13 | 7,503.52 | 8,595.45 |
| Sprinkling | 326.5 | M/Gal. | 3.00 | 2.63 | 858.90 | 979.50 |
| 12" Concrete Pipe | 1,743 | Lin. Ft. | 2.00 | 1.88 | 3,271.64 | 3,486.00 |
| 18" " " | 3,786 | " " | 3.50 | 3.29 | 12,443.30 | 13,251.00 |
| 18" " " Ex. Str. | 555 | " " | 3.80 | 3.63 | 2,016.33 | 2,109.00 |
| 24" " " | 249 | " " | 5.00 | 4.61 | 1,149.04 | 1,245.00 |
| 24" " " Ex. Str. | 172 | " " | 5.50 | 4.99 | 858.99 | 946.00 |
| 36" " " | 388 | " " | 9.00 | 8.67 | 3,365.51 | 3,492.00 |
| 36" " " Ex. Str. | 468 | " " | 9.70 | 9.41 | 4,404.06 | 4,539.60 |
| 24" Corr. Metal Pipe Extra Strength | 730 | " " | 7.40 | 7.23 | 5,275.16 | 5,402.00 |
| 24" Corr. Metal Pipe 10 Ga. | 606 | " " | 9.00 | 8.80 | 5,333.17 | 5,454.00 |
| 36" Spec. Corr. Metal Pipe 8 Ga. Protected Invert | 778 | " " | 19.00 | 18.36 | 14,283.51 | 14,782.00 |
| 48" Corr. Metal Pipe | 180 | " " | 15.50 | 15.05 | 2,710.39 | 2,790.00 |
| 72" Struct. Plate Pipe 1 Ga. | 116 | " " | 55.70 | 51.70 | 5,997.20 | 6,461.20 |
| 72" " " " 3 Ga. | 90 | " " | 51.00 | 48.12 | 4,330.80 | 4,590.00 |
| 72" " " " 8 Ga. | 134 | " " | 42.40 | 39.44 | 5,284.96 | 5,681.60 |
| 84" " " " 12 Ga. | 90 | " " | 42.00 | 35.22 | 3,170.25 | 3,780.00 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 96" Struct. Plate Pipe 5 Ga. | 138 | Lin. Ft. | 59.40 | 56.12 | $ 7,744.56 | $ 8,197.20 |
| 96" " " " 7 Ga. | 140 | " " | 56.25 | 51.96 | 7,274.40 | 7,875.00 |
| 6" Perf. Metal Drain Pipe, Coated | 1,767 | " " | 1.90 | 1.80 | 3,179.27 | 3,357.30 |
| 3/8"-0 Backfill in Drains | 254 | Cu. Yd. | 6.00 | 5.60 | 1,422.49 | 1,524.00 |
| Class "A" Concrete | 196.94 | " " | 62.00 | 59.54 | 11,725.05 | 12,210.28 |
| Metal Reinforcement | 38,043 | Lb. | 0.12 | 0.115 | 4,374.95 | 4,565.16 |
| PA #1, Class "A" Concrete in Retaining Wall | 52.15 | Cu. Yd. | 62.00 | 52.52 | 2,738.92 | 3,233.30 |
| PA #1, Metal Reinforcement in Retaining Wall | 7,427 | Lb. | 0.12 | 0.115 | 854.10 | 891.24 |
| PA #2, Cement Adjustment, Favor of Contractor | 15.75 | Bbl. | 5.80 | 5.80 | 91.35 | 91.35 |
| PA #3, Extra on Additional Subgrade Material | 45,514.5 | Cu. Yd. | 0.12 | 0.12 | 5,461.74 | 5,461.74 |
| PA #4, Purchase Excess 18-Inch Concrete Pipe | 78 | Lin. Ft. | 2.16 | 2.16 | 168.48 | 168.48 |
| PA #5, Pacific Tel. & Tel. Co. Protection | 100% | All | 943.50 | | | 943.50 |
| Force Account | | | | | 1,632.93 | 2,347.27 |
| Deduction: Work Done by State Forces to Repair Right of Way Fence Damaged Through Contractors' Operations | | | | | | - 325.80 |
| | | | | | $1,597,340.61 | $1,615,781.48 |

| | |
|---|---|
| Gross Revenue | $1,615,781.48 |
| Total Cost | 1,597,340.61 |
| Net Profit | $ 18,440.87 |

Net Profit Equals 1.14% of Gross Revenue

# Detail of Cost

**Labor:**

| | | |
|---|---|---|
| Labor | $488,854.34 | |
| Labor Insurance | 28,733.98 | |
| Health & Welfare | 12,464.33 | |
| | | $ 530,052.65 |

**Materials:**

| | | | | | |
|---|---|---|---|---|---|
| 12" Concrete Pipe | 1,743 | Lin. Ft. | at $1.00 | $ 1,743.00 | |
| 18" " " | 3,864 | " " | " 2.16 | 8,346.24 | |
| 18" " " Ex. Str. | 555 | " " | " 2.45 | 1,359.75 | |
| 24" " " | 249 | " " | " 3.35 | 834.15 | |
| 24" " " Ex. Str. | 172 | " " | " 3.85 | 662.20 | |
| 36" " " | 388 | " " | " 6.35 | 2,463.80 | |
| 36" " " Ex. Str. | 468 | " " | " 7.35 | 3,439.80 | |
| 24" Corr. Iron Pipe Ex. Str. | 730 | " " | " 5.78 | 4,219.40 | |
| 24" Bands | 32 | Each | " 5.78 | 184.96 | |
| 24" Corr. Iron Pipe 10-Ga. | 606 | Lin. Ft. | " 7.28 | 4,411.68 | |
| 24" Bands | 26 | Each | " 7.28 | 189.28 | |
| 36" Spec. Corr. Iron Pipe 8-Ga., Protected Invert | 778 | Lin. Ft. | " 14.26 | 11,094.28 | |
| 36" Bands | 34 | Each | " 26.60 | 904.40 | |
| 48" Corr. Iron Pipe | 180 | Lin. Ft. | " 11.52 | 2,073.60 | |
| 48" Bands | 6 | Each | " 11.52 | 69.12 | |
| 72" Struct. Plate Pipe 1-Ga. | 116 | Lin. Ft. | " 43.70 | 5,069.20 | |
| 72" " " " 3-Ga. | 90 | " " | " 40.12 | 3,610.80 | |
| 72" " " " 8-Ga. | 134 | " " | " 31.44 | 4,212.96 | |
| 84" " " " 12-Ga. | 82 | " " | " 30.30 | 2,484.60 | |
| 84" " " " 12-Ga. | 8 | " " | " 33.18 | 265.44 | |
| 96" " " " 5-Ga. | 138 | " " | " 48.12 | 6,640.56 | |
| 96" " " " 7-Ga. | 140 | " " | " 43.96 | 6,154.40 | |
| 6" Perf. Metal Drain Pipe, Coated | 1,767 | " " | " 1.03 | 1,820.01 | |
| 6" Bands | 74 | Each | " 1.03 | 76.22 | |
| 6" Elbow | 1 | " | " 7.89 | 7.89 | |
| 3/8"-0 Aggregate | 254 | Cu. Yd. | " 2.75 | 698.50 | |
| | | | | | 73,036.24 |

**Equipment Rental & Misc. Supplies:**

| | | |
|---|---|---|
| Equipment Rental (Owned) | $627,342.22 | |
| " " (Hired | 3,696.00 | |
| Gas, Oil & Grease | 104,133.44 | |
| Explosives & Drill Steel | 166,524.07 | |
| P.L. & P.D. Insurance | 10,925.94 | |
| Bond | 12,663.41 | |
| Freight | 4,468.78 | |
| Small Tools & Misc. Supplies | 12,546.84 | |
| Home Office & General Overhead | 26,502.65 | |
| | | 968,803.35 |
| | | $1,571,892.24 |
| Subcontract (George Berry) | | 25,448.37 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . . | | $1,597,340.61 |

Remarks:

This was a "Federal Aid Project" calling for construction of 15.04 miles of highway roadbed and two reinforced box culverts. The project was bid December 10th, 1953 and was awarded January 19th, 1954. Work started February 8th, 1954 and was completed July 15th, 1955.

The contractor moved in his equipment and started laying pipe and grading February 8th. Grading work was done with the following equipment: six DW-21's and scraper, three 18-yard scrapers, three D-8 cats and scrapers, four 18-yard Euclid end dump trucks, four DW-10's and scrapers, thirteen D-8 cats and dozers, two 4-inch Joy drills mounted on D-8 cats with compressors, two 2½-yard shovels, four rippers, one 3/4-yard shovel, nine pickups, two #12 blades and other equipment used for maintenance. Excavation consisted of solid rock, topsoil and cemented gravel. The cemented gravel was encountered between Station 105 and 136 and between 396 and 411. The excavation of this material between Station 105 and 136 required drilling and shooting after the contractor had removed all that was possible by the use of rippers. The contractor started clearing at this time. The clearing, which consisted of brush in the ravines and heavy pine timber on the upper slopes, was removed by the use of D-8 cats and men with power saws. The excavation from Station 602 to 968 consisted of solid or dice rock formation which had to be blasted. The material between Station 644 and 654 and between Station 682 and 691 was of a dice rock formation and was found to be suitable for base material and was left until the other grading was completed before removing the two cuts.

The concrete box culverts and structural plate pipe were subcontracted to George Berry, the pipe at $8.00 per foot, the concrete in box culverts for $60.00 and the retaining wall for $52.52 per cu. yd.

The excavation of dice rock from the cuts between Station 644 and 654 for the use of selected subgrade material was started November 11th, 1954 and was completed July 8th, 1955. Equipment used for this operation was six DW-21's part time, three DW-10's, two T-pulls and two D-8 cats used for ripping and loading, two #12 blades. This material was placed from Station 94 to 610. As the grading was not completed from Station 691 to 985, the hauling of subgrade material was delayed somewhat until grading was more or less completed. Then all the rubber-tired equipment was utilized for the long haul which was upgrade. Equipment averaged one trip an hour. The DW-10's, being much slower, averaged one trip every hour and a half.

The contractor, having a good bid price on excavation, would have shown more profit, but the hauling of the subgrade material brought his profit down because of the long haul and the slow process of hauling uphill.

C. E. Layton
Cost Analyst

Remarks:

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The contractor, having a good bid price on excavation, would have shown more profit, but the hauling of the subgrade material brought his profit down because of the long haul and the slow process of hauling uphill.

C. E. Layton
Cost Analyst

RECEIVED
DEC 15 1955
FOR FILING

FF1-2(4)
4 [illegible]

December 14, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4076 for work performed on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County was completed by the contractor, Berke Bros. & C. R. O'Neil, on July 15, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $50,636.66 will be released to the contractor on or after December 24, 1955. The total contract amount is $1,615,781.48, of which amount $2,347.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 15 1955
FOR FILING

#FI- 2(1)
4

December 14, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4076 for work performed on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County was completed by the contractor, Berke Bros. & C. R. O'Neil, on July 15, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

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The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6

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OCT 24 1955
FOR FILING

BF1-62(4)
4076

October 21, 1955

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Berke Bros. and C. R. O'Neil on contract No. 4076, covering grading on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County. This payment, in the amount of $1,403.03 will be released to the contractor on or after October 31, 1955. The retained percentage is $48,406.54.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD

10-21-55

RECEIVED
AUG 25 1955

FOR FILING
13F1-62(4)
4076

August 24, 1955

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Berke Bros. & C.R. O'Neil a portion of the funds heretofore retained by the Commission on contract No. 4076, for grading on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

This payment, in the amount of $98,962.62, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $48,037.78. The present payment will be released on or after September 3, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
AUG [illegible] 1955
FOR FILING

FORM E-123 50M REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Berke Bros. & C. R. O'Neil
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 11, had under discussion your request for an extension of time from June 30 to July 15, 1955 within which to complete your contract No. 4076, for grading on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

John H. Walker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
AUG 11 1955
FOR FILING

[illegible]
4076

August 10, 1955

Request for extension of time
No. 14
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Bork Bros. and C. R. O'Neil for an extension of time on the Emigrant Hill Section, Old Oregon Trail Highway, grading, Contract No. 4076, from June 30, 1955 to July 15, 1955.

The work involved in the project was materially increased over the original contract. The contractor made every effort to complete on time and had the original contract quantities been correct he would have completed by the specified date.

I recommend that the extension be granted without penalty. Mr. C. O. Polk of the Bureau of Public Roads concurs with this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
AUG 9 - 1955
FOR FILING

BFI-62(4)

4076

August 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in the extension of time on the Emigrant Hill Contract No. 4076, Oregon BFI-62 (4), from June 30, 1955, to July 15, 1955, to Berks Bros. and C. R. O'Neil, Contractors.

This contract was awarded January 19, 1954, and the contractor started work on February 5, 1954, and has made every effort to complete the project within the time limit.

Since the work involved with the construction was increased materially over the original contract, the delay is not the fault of the contractor.

I recommend that the extension be granted without penalty.

Yours very truly,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

EAP:dt

RECEIVED
AUG 9 - 1955
FOR FILING

BFI-62 (4)
4076

August 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in the extension of time on the Emigrant Hill Contract No. 4076, Oregon BFI-62 (4), from June 30, 1955, to July 15, 1955, to Berks Bros. and C. R. O'Neil, Contractors.

This contract was awarded January 19, 1954, and the contractor started work on February 5, 1954, and has made every effort to complete the project within the time limit.

Since the work involved with the construction was increased materially over the original contract, the delay is not the fault of the contractor.

I recommend that the extension be granted without penalty.

Yours very truly,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

EAP:dt

RECEIVED
JUL 27 1955
FOR FILING

B[illegible](4)
4076

July 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1955 on Contract No. 4076, Emigrant Hill Section, in Umatilla County, in connection with Federal Aid Project No. BFI-62(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

cc: John Caterall

SF1-62 (4)
Form E-1—1004

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1955

Section Emigrant Hill

Kind of work Grading

Highway Old Oregon Trail

Section prefix 30-1037

Contractor Berke Bros & C.R.O'Neil

Contract number 4076

Date of contract Jan. 18, 1954

Date of completion June 30, 1955

Date work started Feb. 19, 1954

Estimated date of completion July 15, 1955

Project authorization 1,731,892.50 ~~[illegible]~~
Exclusive of Engineering $1,608,735.70

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $1,608,735.70

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $123,156.80

Engineering cost to date $54,750.00, 44.4 %

Date project was completed July 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work this week consisted of one days work in the field on remeasure and office work for the entire week on final quantities. Final remeasure notes were sent in to the Salem checking dept. on tuesday of this week.

Contractor is removing equiptment from the project this week.

NOTED
OSCAR CUTLER

NOTED
[illegible]

NOTED
W. T. WRIGHT

Signed Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 15.05 | | | | |
| Miles partially completed | 15.05 | | | | |
| Miles completed | 15.05 | | | | |
| Total estimated quantities | 2,450,000 CY | | | | |
| Estimated quantities moved or placed to date | 2,450,000 CY | | | | |
| Average daily quantities | --- | | | | |
| Average daily quantities necessary to complete project on time | --- | | | | |
| Number shifts per day | --- | | | | |
| Hours per shift | --- | | | | |
| Average force on project for week | -- | | | | |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Warm | | |
| Tuesday | Warm | | |
| Wednesday | Warm | | |
| Thursday | Warm | | |
| Friday | Warm | | |
| Saturday | | | |

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

act of legislature by which authorized)

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 80+82.10 in the NE 1/4, Section 12, T. 2 N., R. 32 E., W.M., and survey station 985+33 in the SE 1/4, Section 3, T. 1 N., R. 34 E., W.M., without exception, length 14.943 miles, in Umatilla County, being Oregon Federal Aid Bond/Issue project No. BFI-62(4), consisting of 14.897 miles of roadway and one bridge~~s,~~ of more than 20 feet clear span, 0.046 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

**ARTICLE IV.** The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one million, seventy-six thousand and 00/100** dollars ($**1,076,000.00**), which does not exceed the authorized Federal pro rata share of **one million, seven hundred thirty-seven thousand, thirty-two and 00/100** dollars ($**1,737,032.00**), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

**ARTICLE VI.** The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

**Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

*Division Engineer,*
*Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 10—11379-3

A4.62

Oregon State Highway Department

Federal Aid
Project BFI-62(4)

## EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 0010
Roadway (Sta. 80+82.10 Thru Equa. 155+75.52=289+28.55 to Sta. 985+33)
(Contract No. 4076)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing | $ | $ 25,000.00 |
| 3,100 cu. yds. | Structural Excavation, Unclassified | 3.00 | 9,300.00 |
| 2,396,000 cu. yds. | General Excavation, Unclassified | 0.50 | 1,198,000.00 |
| 6,830,000 yd. sta. | Short Overhaul | 0.01 | 68,300.00 |
| 210,000 C-yd.sta. | Long Overhaul | 0.35 | 73,500.00 |
| 14.94 miles | Finishing Roadbed and Slopes | 1,000.00 | 14,940.00 |
| 58,000 lin. ft. | Rounding Cutbanks | 0.15 | 8,700.00 |
| 2,400 M-gal. | Sprinkling | 3.00 | 7,200.00 |
| 300 lin. ft. | 12-Inch Concrete Pipe | 2.00 | 600.00 |
| 4,000 lin. ft. | 18-Inch Concrete Pipe | 3.50 | 14,000.00 |
| 580 lin. ft. | 18-Inch Concrete Pipe, Extra Strength | 3.80 | 2,204.00 |
| 370 lin. ft. | 24-Inch Concrete Pipe | 5.00 | 1,850.00 |
| 160 lin. ft. | 24-Inch Concrete Pipe, Extra Strength | 5.50 | 880.00 |
| 290 lin. ft. | 36-Inch Concrete Pipe | 9.00 | 2,610.00 |
| 430 lin. ft. | 36-Inch Concrete Pipe, Extra Strength | 9.70 | 4,171.00 |
| 780 lin. ft. | 24-Inch Corrugated Metal Pipe, Extra Strength | 7.40 | 5,772.00 |
| 570 lin. ft. | 24-Inch Corrugated Metal Pipe, 10 Gage | 9.00 | 5,130.00 |
| 770 lin. ft. | 36-Inch Special Corrugated Metal Pipe, 8 Gage, Protected Invert | 19.00 | 14,630.00 |
| 200 lin. ft. | 48-Inch Corrugated Metal Pipe | 15.50 | 3,100.00 |
| 125 lin. ft. | 72-Inch Structural Plate Pipe, 1 Gage | 55.70 | 6,962.50 |
| 90 lin. ft. | 72-Inch Structural Plate Pipe, 3 Gage | 51.00 | 4,590.00 |
| 140 lin. ft. | 72-Inch Structural Plate Pipe, 8 Gage | 42.40 | 5,936.00 |
| 110 lin. ft. | 84-Inch Structural Plate Pipe, 12 Gage | 42.00 | 4,620.00 |
| 130 lin. ft. | 96-Inch Structural Plate Pipe, 5 Gage | 59.40 | 7,722.00 |
| 170 lin. ft. | 96-Inch Structural Plate Pipe, 7 Gage | 56.25 | 9,562.50 |

| | | | |
|---|---|---|---|
| 200 lin. ft. | 6-Inch Perforated Metal Drain Pipe | $ 1.90 | $ 380.00 |
| 50 cu. yds. | Backfill in Drains | 6.00 | 300.00 |
| 190 cu. yds. | Class "A" Concrete | 62.00 | 11,780.00 |
| 31,000 lbs. | Metal Reinforcement | 0.12 | 3,720.00 |
| | Subtotal | | $1,515,460.00 |
| | 10% Engr. & Cont. | | 151,546.00 |
| | Total | | $1,667,006.00 |

**Type Code X221**

**Mission Junction Grade Separation (Sta. 90+22.41 to Sta. 92+64.41)(Contract No. 4146)**

| | | | |
|---|---|---|---|
| 300 cu. yds. | Structural Excavation | $ 8.00 | $ 2,400.00 |
| 30 cu. yds. | Excavation Below Elevation Shown | 15.00 | 450.00 |
| 1,900 lin. ft. | Furnish Steel Piling | 4.50 | 8,550.00 |
| 60 only | Drive Steel Piles | 56.00 | 3,360.00 |
| 550 cu. yds. | Class "A" Concrete | 58.00 | 31,900.00 |
| 150,000 lbs. | Metal Reinforcement | 0.11 | 16,500.00 |
| 100 lin. ft. | 8-Inch Metal Drain Pipe | 5.00 | 500.00 |
| | Subtotal | | $ 63,660.00 |
| | 10% Engr. & Cont. | | 6,366.00 |
| | Total | | $ 70,026.00 |

| | |
|---|---|
| Length of Roadway | 14.897 Miles |
| Length of Structure | 0.046 Miles |
| Total Length | 14.943 Miles |
| Cost of Roadway Per Mile | $111,561.26 |

## Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $1,667,006.00 | $1,032,623.00 | $634,383.00 |
| Structure | 70,026.00 | 43,377.00 | 26,649.00 |
| | $1,737,032.00 | $1,076,000.00 | $661,032.00 |

State Funds For Const.: Chap. 175, Laws 1917, Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. EFI-62 (4)

## EMIGRANT HILL SECTION

## OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; November 20, 1953

**Type Code 0010**
**Roadway (Sta. 80+82.10 Through Equation 155+75.52 - 289+28.55 to Sta. 985+31)**

| | | | | | |
|---|---|---|---|---|---|
| | All Required | | Clearing and Grubbing | | $ 15,000.00 |
| | 3,100 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 9,300.00 |
| | 2,396,000 | cu. yds. | General Excavation, Unclassified | 0.58 | 1,389,680.00 |
| | 6,830,000 | yd. sta. | Short Overhaul | 0.015 | 102,450.00 |
| | 210,000 | C-yd. sta. | Long Overhaul | 0.45 | 94,500.00 |
| 14.94 | 15.04 | miles | Finishing Roadbed and Slopes | 700.00 | 10,528.00 10458.00 |
| | 58,000 | lin. ft. | Rounding Cutbanks | 0.15 | 8,700.00 |
| | 2,400 | M-gal. | Sprinkling | 3.00 | 7,200.00 |
| | 300 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 600.00 |
| | 4,000 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 14,000.00 |
| | 580 | lin. ft. | 18-inch Concrete Pipe, Extra Strength | 4.00 | 2,320.00 |
| | 370 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 1,757.50 |
| | 160 | lin. ft. | 24-inch Concrete Pipe, Extra Strength | 5.75 | 920.00 |
| | 290 | lin. ft. | 36-inch Concrete Pipe | 10.00 | 2,900.00 |
| | 430 | lin. ft. | 36-inch Concrete Pipe, Extra Strength | 11.50 | 4,945.00 |
| | 780 | lin. ft. | 24-inch Corrugated Metal Pipe, Extra Strength | 8.50 | 6,630.00 |
| | 570 | lin. ft. | 24-inch Corrugated Metal Pipe, 10 Gage | 10.00 | 5,700.00 |
| | 770 | lin. ft. | 36-inch Special Corrugated Metal Pipe, 8 Gage, Protected Invert | 17.00 | 13,090.00 |
| | 200 | lin. ft. | 48-inch Corrugated Metal Pipe | 18.00 | 3,600.00 |
| | 125 | lin. ft. | 72-inch Structural Plate Pipe, 1 Gage | 57.00 | 7,125.00 |
| | 90 | lin. ft. | 72-inch Structural Plate Pipe, 3 Gage | 53.00 | 4,770.00 |
| | 140 | lin. ft. | 72-inch Structural Plate Pipe, 8 Gage | 43.00 | 6,020.00 |
| | 110 | lin. ft. | 84-inch Structural Plate Pipe, 12 Gage | 47.00 | 5,170.00 |
| | 130 | lin. ft. | 96-inch Structural Plate Pipe, 5 Gage | 67.00 | 8,710.00 |
| | 170 | lin. ft. | 96-inch Structural Plate Pipe, 7 Gage | 64.00 | 10,880.00 |

| | | | | | |
|---|---|---|---|---|---|
| 200 | lin. ft. | 6-inch Perforated Metal Drain Pipe | $ 2.00 | $ 400.00 | |
| 50 | cu. yds. | Backfill in Drains | 5.00 | 250.00 | |
| 190 | cu. yds. | Class "A" Concrete | 60.00 | 11,400.00 | |
| 31,000 | lbs. | Metal Reinforcement | 0.14 | 4,340.00 | |
| | | | | 1,752,815.50 | |
| | | Subtotal | | ~~$1,752,885.50~~ | |
| | | 10% Engr. & Cont. | | ~~175,288.55~~ | 175,281.55 |
| | | Total | | $1,928,174.05 | |
| | | | | 1,928,097.05 | |

| | | |
|---|---|---|
| Length of Roadway | 14.931 Miles | |
| Length of Structure | 0.012 Mile | |
| Total Length | 14.943 Miles | |
| Cost of Roadway per Mile | ~~$129,138.97~~ | 129,133.82 |

| | | |
|---|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $1,195,000.00 | |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | ~~733,174.05~~ | 733,097.05 |
| | ~~$1,928,174.05~~ | |
| | 1,928,097.05 | |

Oregon State Highway Department

Federal Aid Project
No. FI-62 (4)

## EMIGRANT HILL SECTION

## OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project Agreement.)

Salem, Oregon; November 18, 1953

**Type Code 0010** 80+82.10

**Roadway** (Sta. 75+00 Through Equation 155+75.52 = 289+28.55 to Sta. 985+33)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 15,000.00 |
| 3,100 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 9,300.00 |
| 2,396,000 | cu. yds. | General Excavation, Unclassified | 0.58 | 1,389,680.00 |
| 6,830,000 | yd. sta. | Short Overhaul | 0.015 | 102,450.00 |
| 210,000 | C-yd. sta. | Long Overhaul | 0.45 | 94,500.00 |
| 15.04 | miles | Finishing Roadbed and Slopes | 700.00 | 10,528.00 |
| 58,000 | lin. ft. | Rounding Cutbanks | 0.15 | 8,700.00 |
| 2,400 | M-gal. | Sprinkling | 3.00 | 7,200.00 |
| 300 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 600.00 |
| 4,000 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 14,000.00 |
| 580 | lin. ft. | 18-inch Concrete Pipe, Extra Strength | 4.00 | 2,320.00 |
| 370 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 1,757.50 |
| 160 | lin. ft. | 24-inch Concrete Pipe, Extra Strength | 5.75 | 920.00 |
| 290 | lin. ft. | 36-inch Concrete Pipe | 10.00 | 2,900.00 |
| 430 | lin. ft. | 36-inch Concrete Pipe, Extra Strength | 11.50 | 4,945.00 |
| 780 | lin. ft. | 24-inch Corrugated Metal Pipe, Extra Strength | 8.50 | 6,630.00 |
| 570 | lin. ft. | 24-inch Corrugated Metal Pipe, 10 Gage | 10.00 | 5,700.00 |
| 770 | lin. ft. | 36-inch Special Corrugated Metal Pipe, 8 Gage, Protected Invert | 17.00 | 13,090.00 |
| 200 | lin. ft. | 48-inch Corrugated Metal Pipe | 18.00 | 3,600.00 |
| 125 | lin. ft. | 72-inch Structural Plate Pipe, 1 Gage | 57.00 | 7,125.00 |
| 90 | lin. ft. | 72-inch Structural Plate Pipe, 3 Gage | 53.00 | 4,770.00 |
| 140 | lin. ft. | 72-inch Structural Plate Pipe, 8 Gage | 43.00 | 6,020.00 |
| 110 | lin. ft. | 84-inch Structural Plate Pipe, 12 Gage | 47.00 | 5,170.00 |
| 130 | lin. ft. | 96-inch Structural Plate Pipe, 5 Gage | 67.00 | 8,710.00 |
| 170 | lin. ft. | 96-inch Structural Plate Pipe, 7 Gage | 64.00 | 10,880.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 200 | lin. ft. | 6-inch Perforated Metal Drain Pipe | $ 2.00 | $ 400.00 |
| 50 | cu. yds. | Backfill in Drains | 5.00 | 250.00 |
| 190 | cu. yds. | Class "A" Concrete | 60.00 | 11,400.00 |
| 31,000 | lbs. | Metal Reinforcement | 0.14 | 4,340.00 |
|  |  |  | Subtotal | $1,752,885.50 |
|  |  |  | 10% Engr. & Cont. | 175,288.55 |
|  |  |  | Total | $1,928,174.05 |

|  |  |  |
|---|---|---|
| Length of Roadway | ~~15.041~~ Miles | 14.931 |
| Length of Structure | ~~0.012~~ Mile | 0.012 |
| Total Length | ~~15.053~~ Miles | 14.943 |
| Cost of Roadway per Mile | ~~$128,194.53~~ | 129,138.97 |

|  |  |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $1,195,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 733,174.05 |
|  | $1,928,174.05 |

Oregon State Highway Department

Federal Aid Project
No. BFI-62 (4)

## EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; March 16, 1954

Type Code 0010
Roadway (Sta. 80+82.10 Through Equation 155+75.52 = 239+28.55 to Sta. 985+33)
(Contract No. 4076)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 25,000.00 |
| 3,100 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 9,300.00 |
| 2,396,000 | cu. yds. | General Excavation, Unclassified | 0.50 | 1,198,000.00 |
| 6,830,000 | yd. sta. | Short Overhaul | 0.01 | 68,300.00 |
| 210,000 | C-yd. sta. | Long Overhaul | 0.35 | 73,500.00 |
| 14.94 | miles | Finishing Roadbed and Slopes | 1,000.00 | 14,940.00 |
| 58,000 | lin. ft. | Rounding Cutbanks | 0.15 | 8,700.00 |
| 2,400 | M-gal. | Sprinkling | 3.00 | 7,200.00 |
| 300 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 600.00 |
| 4,000 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 14,000.00 |
| 580 | lin. ft. | 18-inch Concrete Pipe, Extra Strength | 3.80 | 2,204.00 |
| 370 | lin. ft. | 24-inch Concrete Pipe | 5.00 | 1,850.00 |
| 160 | lin. ft. | 24-inch Concrete Pipe, Extra Strength | 5.50 | 880.00 |
| 290 | lin. ft. | 36-inch Concrete Pipe | 9.00 | 2,610.00 |
| 430 | lin. ft. | 36-inch Concrete Pipe, Extra Strength | 9.70 | 4,171.00 |
| 780 | lin. ft. | 24-inch Corrugated Metal Pipe, Extra Strength | 7.40 | 5,772.00 |
| 570 | lin. ft. | 24-inch Corrugated Metal Pipe, 10 Gage | 9.00 | 5,130.00 |
| 770 | lin. ft. | 36-inch Special Corrugated Metal Pipe, 8 Gage, Protected Invert | 19.00 | 14,630.00 |
| 200 | lin. ft. | 48-inch Corrugated Metal Pipe | 15.50 | 3,100.00 |
| 125 | lin. ft. | 72-inch Structural Plate Pipe, 1 Gage | 55.70 | 6,962.50 |
| 90 | lin. ft. | 72-inch Structural Plate Pipe, 3 Gage | 51.00 | 4,590.00 |
| 140 | lin. ft. | 72-inch Structural Plate Pipe, 8 Gage | 42.40 | 5,936.00 |
| 110 | lin. ft. | 84-inch Structural Plate Pipe, 12 Gage | 42.00 | 4,620.00 |
| 130 | lin. ft. | 96-inch Structural Plate Pipe, 5 Gage | 59.40 | 7,722.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 170 | lin. ft. | 96-inch Structural Plate Pipe, 7 Gage | $ 56.25 | $ 9,562.50 |
| 200 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.90 | 380.00 |
| 50 | cu. yds. | Backfill in Drains | 6.00 | 300.00 |
| 190 | cu. yds. | Class "A" Concrete | 62.00 | 11,780.00 |
| 31,000 | lbs. | Metal Reinforcement | 0.12 | 3,720.00 |
|  |  |  | Subtotal | $1,515,460.00 |
|  |  |  | 10% Engr. & Cont. | 151,546.00 |
|  |  |  | Total | $1,667,006.00 |

**Type Code X221**
**Mission Junction Grade Separation** (Sta. 90+22.41 to Sta. 92+64.41)

|  |  |  |  |  |
|---|---|---|---|---|
| 300 | cu. yds. | Structural Excavation | $ 10.00 | $ 3,000.00 |
| 30 | cu. yds. | Excavation Below Elevation Shown | 12.00 | 360.00 |
| 1,900 | lin. ft. | Furnish Steel Piling | 5.00 | 9,500.00 |
| 60 | only | Drive Steel Piles | 50.00 | 3,000.00 |
| 550 | cu. yds. | Class "A" Concrete | 68.00 | 37,400.00 |
| 150,000 | lbs. | Metal Reinforcement | 0.11 | 16,500.00 |
| 100 | lin. ft. | 8-inch Metal Drain Pipe | 3.00 | 300.00 |
|  |  |  | Subtotal | $ 70,060.00 |
|  |  |  | 10% Engr. & Cont. | 7,006.00 |
|  |  |  | Total | $ 77,066.00 |

|  |  |
|---|---|
| Length of Roadway | 14.897 Miles |
| Length of Structure | 0.046 Mile |
| Total Length | 14.943 Miles |
| Cost of Roadway per Mile | $111,561.26 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $1,667,006.00 | $1,032,278.00 | $634,728.00 |
| Structure | 77,066.00 | 47,722.00 | 29,344.00 |
|  | $1,744,072.00 | $1,080,000.00 | $664,072.00 |

## EMIGRANT HILL SECTION

## PROJECT NO. BFI-62 (4)

### Comparison in Cost for 96" Structural Plate Pipe
### and Equivalent Concrete Box Culvert

1. **96" Structural Plate Pipe**

| | |
|---|---|
| Estimated Cost, 5 Gauge | $67.00 per lin. ft. |
| Estimated Cost, 7 Gauge | 64.00 per lin. ft. |

2. **Concrete Box Culvert, Size 7' x 7' (40' Fill)**

| | | | |
|---|---|---|---|
| Class "A" Concrete per lin. ft. | 0.913 c.y. at | $60.00 | 54.78 |
| Metal Reinforcement per lin. ft. | 173.13 lbs. at | 0.14 | 24.24 |
| | Estimated Cost | | $79.02 per lin. ft. |

RECEIVED
OCT 21 1954
FOR FILING

6FI-62(…)
4

8

October 20, 1954

Mr. E. F. Kidder
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Reference is made to your letter of October 5 transmitting four copies of your Bill No. 679497, which covered the cost of protecting your signal lines along highway construction just east of Pendleton. This bill has been referred to the resident engineer on the job for investigation and report. His report on the bill is quoted as follows:

> "I do know that the Contractor has assumed responsibility for flagmen during his operation in this area and the Railroad Company has sent him bills for somewhere in the neighborhood of $500.00. This agreement between the Railroad and the Contractor called for flagmen to be paid for by the Contractor and furnished by the Railroad Company."

The work being done is what we call the Emigrant Hill Section, our Contract No. 4076, under contract to Berke Bros. and G. R. O'Neil, 7923 N. E. Halsey Street, Portland. The bills are being returned herewith as it is presumed that you will want to redirect them to the contractor.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

CAG/ds

Attached

cc G. S. Paxson

Form 2552
6-53-150M

**UNION PACIFIC RAILROAD COMPANY**

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

NOTED
W. C. WILLIAMS

OCTOBER 5, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Attached in quadruplicate is Railroad Company bill No. 679497 dated September 26, 1954 in the amount of $125.76 covering expenses incurred by the Railroad in protecting its signal line during the months of March and April, 1954, in connection with highway construction immediately east of Pendleton.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E. F. Kidder,
Division

encs.

RECEIVED
OCT 8 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
OCT 8 1954
OFFICE OF
[illegible] HIGHWAY ENGINEER

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A.C.

Engineer of Materials

Approved by

Deputy State Highway Engineer

## OREGON STATE HIGHWAY DEPARTMENT
## CONSTRUCTION DIVISION
### Geology And Soils Section
### Project Base Design

| | | | | | |
|---|---|---|---|---|---|
| Section | Emigrant Hill | Highway | Old Oregon Trail | ADT Trucks | 240 |
| County Umatilla | Prefix 30-1482 | Date | 10/8/54 | Res. Engr. | J. H. Walker |
| Length of Project 15.47 | Miles. | Station | 75+00 | To Station | ~~985+33~~ 971+00 |

### DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

| Station to Station | Equivalent Surfacing In Place On Road | Select Subgrade Material | Topping Material | Base Material | Leveling Course | Wearing Surface | Total Base etc. and Wear. Surface | Design Classif. of Traffic |
|---|---|---|---|---|---|---|---|---|
| 75+00 to 413+00 | (1)<br>20 | | | | (2)<br>2 | 3½ | 25½ | |
| 413+00 to 470+00 | 23 | | | | 2 | 3½ | 28½ | |
| 470+00 to 552+00 | 12 | | | | 2 | 3½ | 17½ | |
| 552+00 to 971+00 | 8 | | | | 2 | 3½ | 13½ | |

### PROPOSED MATERIAL SOURCES

| Location | Lab. No. | S.G. | Type of Material | % Pass. 40 Screen | % Abrasion Loss | % Sodium Sulphate Loss | Asphalt Stripping | L.L. | P.I. | To be used for |
|---|---|---|---|---|---|---|---|---|---|---|
| Quarry, Sta. 645 to 670, highway cut. Sample Sta. 659+00 400' Lt. of centerline. | 345341 | 2.76 | Quarry | 0.9 | 14.5 | | | 41 | 14 | Base A.C. |

### REMARKS

(1) Surfacing in place is dice rock from cuts left of Station 645 to 670 - placed on grade under grading contract. The figures in this column have been reduced by 20% for equivalent base.

(2) 2" level course figured for 3" quantity, one inch to be for key.

NOTE: The surfacing in place from Station 75+00 to Station 470± is gravel capped with 15" diced rock.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Wm C. Hill
Soils Engineer

Recommended by H. G. Smith
Construction Engineer

Recommended by Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

## OREGON STATE HIGHWAY DEPARTMENT
## CONSTRUCTION DIVISION
### Geology And Soils Section
### Summary of Base Design Data

Section: Emigrant Hill Highway: Old Oregon Trail County: Umatilla

Traffic ADT Trucks: 240 Total: 2000 Design Classif.: Heavy Res. Eng'r.: J. H. Walker

Length of Project: 15.04 Miles, Station: 75+00 To Station: ~~985+33~~ 971+00 Prefix: 30-1482

| STATION | Rt. | ℄ | Lt. | Depth of Sample | % Pass 200 Screen | L.L. | P.I. | "R" Value | % Silt. | Base and Wearing Surface Inches | Safety Factor Inches | Total Base and Wear. Surf. Inches | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L 338 | | | | | 89 | 28 | 3 | 22 | 57 | 17½ | 3½ | 21 | |
| L 380 | | | | | 83 | 29 | 6 | 10 | 57 | 20½ | 4 | 24½ | |
| 387+50 | | x | | ~~3.2'~~ | 51 | 41 | 21 | 42 | 31 | 12 | 2 | 14 | |
| 400 | | | | 3.2' | 83 | 30 | 7 | 5 | 57 | 21½ | 4½ | 26 | |
| 468+50 | | x | | | 48 | 37 | 6 | 40 | 30 | 12 | 2 | 14 | |
| 468+50 | | | 10' | | 45 | 37 | 5 | 46 | 26 | 12 | 2 | 14 | |
| 470 | | | | | 90 | 37 | 15 | 6 | 56 | 21½ | 4½ | 26 | |
| 544 | | | | | 80 | 36 | 14 | 8 | 51 | 20½ | 4 | 24½ | |
| 1075+50 | | | | | 16 | 50 | 5 | 40 | 5 | 12 | 2 | 14 | |

NOTE: Subgrade from Sta. 544 to East end of job at Station 985+33 will be rock.

RECEIVED
JUL 22 1954
FOR FILING

BCE-[illegible]

4076

July 21, 1954

Mr. Chas. H. Reynolds
State Highway Commissioner
Post Office Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Reference is made to your note relative to the Emigrant Hill project in which you advise that the project has been reduced from the original amount of $2,400,000 to $1,880,000. This is not quite the picture, and I shall endeavor to explain the status of this project in its entirety.

First, there was never any intention of trying to build to Deadmans Pass in the first construction stage. When I made a report to you on March 23, 1951 recommending the route to be selected, I stated: "I would further recommend that the first sections to be considered for improvement be between H and P..." (Typographical error listed D instead of P). "Following, the section from P to C should be constructed and at that time a further study made to determine which other portions of the route between Pendleton and La Grande should be given construction priority." Now the section above referred to as H to P is the project we are now building, having a length of 15.04 miles. The section from P to C, which I recommended as the next project, is 3.13 miles in length, designated as the Deadmans Pass Section, and our estimate for this section is $1,057,000. This three-mile section is the most costly portion of the route, as, in order to get adequate alignment, we must take tremendously heavy cuts and fills across deep canyons.

In the original bond money $2,600,000 was set up to construct the section H to P. This was at the time we were basing projects on $75,000,000 of bonds when later the program was revised to fit $72,000,000. The Emigrant Hill bond money was reduced to $2,000,000 of bond money, but $730,000 of federal-aid money was added, as the estimate at that time was $2,730,000 for the completed project. Subsequently, when bids had been received, the amount of bond money was reduced to $1,880,000 due to the low prices received. To this, however, is added $600,000 of bond money to complete the paving. Thus the project as of today has an authorization of $2,480,000, which is only $120,000 less than the original authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms fp
cc Mr. W. C. Williams

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FORM E-30X 37½ 8-54 73730
4076

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1954

SUBJECT:

To:
Mr. A. F. Parsen
Division Engineer
State Highway Dept.
La Grande, Oregon

W. C. WILLIA

Dear Sir:

The Subcontract between Berke Brothers and C. R. O'Neil and George Berry, covering the installation only of Items 20-25, inclusive, and all of Items 28 and 29 on the Emigrant Hill Contract No. 4076, Oregon BFI-62 (4), is approved and you may so inform the interested parties.

Two copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

RECEIVED
JUN 24 1954
STATE HIGHWAY DEPT.

RECEIVED
MAY 19 1954
FOR FILING

BFI-62(4)

4076

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18th, 1954
SUBJECT:

5083

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith two copies of a bill from the City of Pendleton for replacing their water main where it crosses the Old Oregon Trail east of Pendleton.

Will you please have someone contact the City and advise them that in order for us to process their claim for payment we must be furnished an itemized bill. Upon receipt of this itemized bill, the claim will be immediately submitted for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
J. H. Walker

## ASSIGNMENT

Date: May 17, 1954 No. 5083 By Jwcw

Description: Bill from the City of Pendleton in the amount of $7730.98 for replacement of main using steel pipe with 3/8" wall where Pendleton's water supply main crosses the Old Oregon Trail.

Acknowledged by____ Referred to ~~F. Cooper~~

__ Investigate and report with recommendation
XXX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Itemized billing will be required.

Executed 5-18-54 Report Received__________

FUND
__GENERAL
__WATER
__AIRPORT
________

RECEIVABLE CODE G-130
REVENUE CODE 190-k

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1954

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was started on February 8,
Section, in Umatilla County,
. BFI-62 (4).

truly yours,

. Baldock
Highway Engineer

Williams
y State Highway Engineer

DBP:sh

STATEMENT

## THE CITY OF PENDLETON

PENDLETON, OREGON

OFFICE OF THE CITY RECORDER

NOTED
W. C. WILLIAMS

May 14, 1954

Nº 225

PLEASE ~~RETURN TO~~
~~W. C. WILLIAMS~~

R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

For replacement of 300 ft. of 30" main using steel pipe with 3/8" wall where City of Pendleton water supply main crosses the Old Oregon Trail between Highway stations 340 and 343 about 2½ miles east of Pendleton, Ore., as requested per your letter of January 4, 1954:

| | |
|---|---|
| Labor . . . . . . . . . . . | $837.48 |
| Materials . . . . . . . . | 6706.75 |
| Equipment Rental . . . . | 186.75 |
| Total cost of job and amount Due . . . . . . . | $7730.98 |

FUND
___GENERAL
___WATER
___AIRPORT
______________

RECEIVABLE CODE G-130

REVENUE CODE 190-k

---

1954

was started on February 8,

Section, in Umatilla County,

o. EFI-62 (4).

truly yours,

, Baldock
Highway Engineer

Williams
y State Highway Engineer

DSP:eh

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FEB 15 1954
FOR FILING

BFI-62(4)

4076

February 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 8, 1954 on Contract No. 4076, Emigrant Hill Section, in Umatilla County, in connection with Federal Aid Project No. BFI-62 (4).

Very truly yours,

E. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
FEB 8 - 1954
FOR FILING

PF1-L (4)

1/26

February 8, 1954

Berke Bros. and C. F. O'Neil
7023 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4076, which was awarded to you on January 19, 1954 by the State Highway Commission, for grading on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

4076

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1954

SUBJECT: Imigrant Hill Section
Old Oregon Trail Highway
Umatilla County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

In order to clear the record, this is to advise that all rights of way have been optioned or placed under condemnation on the above section. There is still outstanding one Indian allotment but this should be forthcoming very soon. As far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JAN 20 1954

RECEIVED
FOR FILING
PF1-1 6(4)
4076

January 19, 1954

Berke Brothers & C. R. O'Neil
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953 accepted your proposal for construction of 15.06 miles of grading on the Emigrant Hill Section of the Old Oregon Trail Highway east of Pendleton in Umatilla County for the sum of $1,515,560.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrence was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4076.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
Goldie Lewis

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | ☐ |
| DAY LETTER | ☐ |
| NIGHT LETTER | ☐ |

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E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | ☐ |
| LETTER TELEGRAM | ☐ |
| SHIP RADIOGRAM | ☐ |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

January 19, 1954

Berke Brothers & C. R. O'Neil

7923 N. E. Halsey
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading Emigrant Hill Section of Old Oregon Trail in Umatilla County for which you submitted low bid on December 10. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files ✓
C. W. Head

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 20 1954
OREGON
STATE HIGHWAY COMMISSION

OREGON DISTRICT

4 76

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 19, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-62(4), Emigrant Hill Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of Contract No. 4076 to Berke Bros. and C. R. O'Neil of Portland, Oregon, low bidder in the amount of $1,515,560.00 at the December 10, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JAN 20 1954
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

RFI-62(4)

4076

January 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, Project RFI-62 (4), to Berke Bros. and C. R. O'Neil of Portland, Oregon, on the basis of the bid of $1,515,560 submitted on December 10, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
JAN 22 1954
FOR FILING

BFI-62(4)

4076

January 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, Project BFI-62 (4), to Derks Bros. and C. R. O'Neil of Portland, Oregon, on the basis of the bid of $1,515,560 submitted on December 10, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

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1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Emigrant Hill

**Highway:** Old Oregon Trail

**County:** Umatilla

**Prefix:** 30-1482-900

**Res. Engr.:** A. J. Wallace

**Length of Project:** 15.47 Miles

**Stations:** 75+00 to 985+33

The recommended total thickness of base course plus an AC wearing surface is as follows:

| Stations | | | Thickness |
|---|---|---|---|
| 75+00 | to | 135+00 | 20½" |
| 135+00 | to | 143+00 | 26½" |
| 143+00 | to | 352+00 | 20½" |
| 352+00 | to | 359+00 | 26½" |
| 359+00 | to | 372+00 | 20½" |
| 372+00 | to | 395+00 | 24½" |
| 395+00 | to | 470+25 | 20½" |
| 470+25 | to | 499+00 | 21½" |
| 499+00 | to | 503+00 | 26½" |
| 503+00 | to | 542+00 | 21½" |
| 542+00 | to | 552+00 | 24½" |
| 552+00 | to | 558+00 | 16½" |
| 558+00 | to | 561+00 | 26½" |
| 561+00 | to | 985+ | 16½" |

Principal base course is topping material from excavations on the project

Design data is attached.

Submitted by Wm C. Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harris
Engineer of Materials

Approved by
~~Ass't~~. State Hwy. Engr.

cc
Ass't. State Hwy. Engr.
Construction Engineer
Engineer of Materials
Division Engineer (~~Tom Edwards~~ A.F. Parson)
Resident Engineer (A. J. Wallace)
Soils Engineer
Office Engineer

10/1/53

| Location | | Soil Characteristics | | | | | Required Thickness Traffic | | |
|---|---|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Light | Medium | Heavy |
| 113, Lt. 1,000' | | 14.2 | 48 | 15 | 60 | 7.3 | | 8½" | 9½" |
| L338 | | 89.0 | 28 | 3 | 22 | 57.3 | | | 21 " |
| L380 | | 83.3 | 29 | 6 | 10 | 56.6 | | | 24½" |
| L400 | | 82.9 | 30 | 7 | 5 | 57.2 | | | 26 " |
| 470 | | 90.1 | 37 | 15 | 6 | 55.5 | | | 26 " |
| 544 | | 80.1 | 36 | 14 | 8 | 51.1 | | | 24½" |
| ~~1075+50~~ | | ~~15.8~~ | ~~50~~ | ~~5~~ | ~~40~~ | ~~4.7~~ | | | ~~9½"~~ |

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JAN 5 - 1954
FOR FILING

FH-62 41

4076

January 4, 1954

City of Pendleton
Pendleton, Oregon

Gentlemen:

The reconstruction of the Emigrant Hill Section of the Old Oregon Trail will cross the Pendleton city water supply main between Highway Stations 340 and 343 about 2½ miles east of Pendleton.

In order to provide an adequate, trouble-free crossing, that portion of the pipeline which is under the roadway should be replaced with new extra strength pipe. This matter has been discussed with you by our Division Engineer, Mr. Parson, and I give you herewith a memorandum for your guidance.

I am informed that the City is agreeable to replacing the necessary 300 feet of 30-inch main, using steel pipe with 3/8" walls, the pipe to be located as near as feasible to the present line. The State will bear the cost of this work which is estimated at $6,500 as the cost of the pipe and $1,500 for labor, connections, sterilization, manholes, if necessary, and other incidental expense.

I would appreciate it if you would make arrangements to do this work in the near future, as this project has been contracted for construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. A. F. Parson
Mr. F. Cooper
Mr. Maison

FC:js fp

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FOR FILING

FF1-62(4)

4076

December 14, 1953

Lorke Brothers & C. R. O'Neil
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953 accepted your bid in the amount of $1,515,560.00 for construction of the Emigrant Hill Section of the Old Oregon Trail Highway east of Pendleton in Umatilla County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

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FOR FILING
OREGON DISTRICT

BFI-62(1)

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

November 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-62(4), Emigrant Hill Section of The Old Oregon Trail. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
NOV 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

BFI-62(4)

H076

November 24, 1953

Oregon State Highway Commission

Gentlemen:

In the acquisition of right of way for the Pendleton-Emigrant Hill Section of US 30, all right of way is being acquired on the assumption that the Highway Commission will construct right-of-way fences on both sides throughout the entire length of the project. This will require a total of 30.1 miles of fence, the total estimated cost of which is $40,000. Your authority is requested for the preparation of plans and calling for bids on this fence, the cost of which will be charged against the right-of-way acquisition.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me fp

cc Mr. C. W. Enfield
Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

FORM E-30 37,000 [illegible] [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1953

**SUBJECT:**

**To:**

Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

**NOTED**
**W. C. WILLIAMS**

Dear Sir:

The Right of Way Department informs me that their negotiations for right of way on the Pendleton-Emigrant Hill Section of US30 in Umatilla County are predicated upon the assumption that the Highway Commission will fence the right of way on both sides for the entire length of the project.

Attached to this letter is a detailed estimate of the cost of this work.

I recommend that authority be secured from the Highway Commission and the fencing constructed by contract.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc R. L. Porter

RECEIVED
NOV 20 1953
OFFICE OF
STATE HIGHWAY ENGINEER

# EMIGRANT HILL SECTION

## Approximate Estimate - Fencing

| | | | |
|---|---|---|---|
| Barbed Wire & Metal Post Fence | 9,632 rods | $3.25 | $31,304.00 |
| Three 20' Gates, Metal (2-10'x42) | | 75.00 | 225.00 |
| 12 Gates 75' openings using barb wire 4 strand | | 75.00 | 900.00 |
| 5 Gates 14' opening using barb wire 4 strand | | 25.00 | 125.00 |
| 5 Cattle Guards Plan #4-36 10'3x13'0 | | 600.00 | 3,000.00 |
| | Estimated Cost | | $35,554.00 |
| | Plus 12½% | | 4,444.25 |
| | | | $39,998.25 |

E. H. Clymer

By
C. E. Layton

11/18/53

S-11(4) Table Rock Cr.-Black Cr. Sec. 1954
of the Baker-Homestead Hwy.
4077

FEB 17 1955

S-11 (4)

"

P

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 11, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4077 | 9-Final | Newport Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| ~~2321~~/ 2372 | R-115424 | $ 9,494.96 | 2/10/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Aug. 25, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

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Date: February 14, 1955

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

ON CARD

Warrant Mailed: Ruth Rawlings

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OR FILING

S 10
4077

January 31, 1955

REGISTERED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4077 for work performed on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway in Baker County was completed by the contractor, Newport Construction Co., on August 25, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $9,494.96 will be released to the contractor on or after February 10, 1955. The total contract amount is $276,159.76 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gl

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RH B

January 21st, 1955

Table Rock-Black Bridge Section
Contract #4077

S-11 (4

FINAL COST ANALYSIS

Baker-Homestead Highway
Prefix 1-1023

Grading & Oiling
Newport Construction Co., Contractor
Kevin Laughlin, Resident Engineer

NOTED
State Highway Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Clearing & Grubbing | All | All | $7,500 | $ | $ 1,225.38 | $ 7,500.00 |
| *Struct. Excavation | 850.4 | Cu. Yd. | 5.00 | 1.73 | 1,469.34 | 4,252.00 |
| *General " | 172,981.0 | " " | 0.68 | 0.625 | 108,204.23 | 117,627.08 |
| *Short Overhaul | 184,471 | Yd. Sta. | 0.02 | 0.018 | 3,314.90 | 3,689.42 |
| *Long " | 1,690.1 | C-Yd. Sta. | 0.40 | 0.39 | 662.98 | 676.04 |
| *Finish Roadbed & Slopes | 5.80 | Mile | 800.00 | 749.47 | 4,346.96 | 4,640.00 |
| *Round Cutbanks | 5,285 | Lin. Ft. | 0.17 | 0.16 | 853.45 | 898.45 |
| *18" Concrete Pipe | 552 | " " | 3.75 | 2.85 | 1,572.70 | 2,070.00 |
| *24" " " | 333 | " " | 5.45 | 4.24 | 1,411.55 | 1,814.85 |
| *36" " " | 60 | " " | 9.35 | 7.62 | 457.54 | 561.00 |
| *18" Corr. Metal Pipe | 152 | " " | 4.75 | 3.85 | 585.64 | 722.00 |
| *48" " " " | 20 | " " | 22.50 | 21.21 | 424.18 | 450.00 |
| *Salvaging Culvert Pipe | 133 | " " | 4.50 | 3.43 | 456.57 | 598.50 |
| **Class "A" Concrete | 142.57 | Cu. Yd. | 60.00 | 60.00 | 8,554.20 | 8,554.20 |
| **Metal Reinforcement | 20,988 | Lb. | 0.12 | 0.12 | 2,518.56 | 2,518.56 |
| 2½"-0" Rock in Base | 28,368 | Cu. Yd. | 2.14 | 2.08 | 59,033.00 | 60,707.52 |
| 3/4"-0" Rock in Base and Shoulders | 7,224 | " " | 2.34 | 2.31 | 16,712.10 | 16,904.16 |
| Sprinkling | 1,590 | M/Gal. | 2.50 | 1.92 | 3,057.43 | 3,975.00 |
| ***3/4"-0" in Binder | 760 | Cu. Yd. | 3.59 | 2.89 | 2,194.95 | 2,728.40 |
| ***Furnishing & Placing Aggregates | 3,505 | " " | 3.59 | 2.89 | 10,122.80 | 12,582.95 |
| ***Furnishing & Placing RC-3 Asphalt | 122.29 | Ton | 50.00 | 43.51 | 5,320.95 | 6,114.50 |
| ***Furnishing & Placing 150-200 Asphalt | 249.28 | " | 47.50 | 41.51 | 10,347.87 | 11,840.80 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| ***Furnishing & Placing RS-1 Asphalt | 69.68 | Ton | $48.00 | $44.78 | $ 3,120.35 | $ 3,344.64 |
| *PA #1, 12" Corr. Metal Pipe | 30 | Lin. Ft. | 3.00 | 2.56 | 76.83 | 90.00 |
| **PA #2, Cement Adjustment in Favor of Contractor | 11.95 | Bbl. | 4.36 | 4.36 | 51.01 | 51.01 |
| PA #3, Aggregate in Stockpile | 545.7 | Cu. Yd. | 0.75 | 1.63 | 893.95 | 401.28 |
| PA #4, 3/4"-0" Material in Stockpile | 1,119.2 | " " | 0.75 | 1.63 | 1,833.36 | 839.40 |
| | | | | | $248,822.78 | $276,159.76 |

| | Gross Revenue | Total Cost | Profit | % Profit |
|---|---|---|---|---|
| Newport Construction Co. | $110,585.40 | $103,775.51 | $ 6,809.89 | 6.1% |
| Durbin Bros. | 145,589.34 | 125,062.25 | 20,527.09 | 14.0% |
| Snook Bros. | 11,123.77 | 11,123.77 | | |
| Russell Olsen | 8,861.25 | 8,861.25 | | |
| Total | $276,159.76 | $248,822.78 | $27,336.98 | 9.0% |

Work done by subcontract or purchase order:

* Durbin Bros., Subcontract, Grading.

** Snook Bros., Subcontract, Concrete

*** Russell Olsen, Purchase Order, Oiling.

## Detail of Cost
## Durbin Bros.

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Supervision | | | | $ 2,077.60 | |
| Labor | | | | 42,357.99 | |
| Labor Insurance | | | | 3,332.67 | |
| | | | | | $ 47,768.26 |
| Equipment Rental & Misc. Supplies: | | | | | |
| Equipment Rental, Owned | | | | $35,094.95 | |
| " " , Hired | | | | 12,193.70 | |
| Gas, Oil & Grease | | | | 8,571.80 | |
| P.U.C. | | | | 438.91 | |
| Freight & Cartage | | | | 6,071.19 | |
| Explosives & Drill Steel | | | | 4,414.54 | |
| Lumber | | | | 86.59 | |
| Small Tools & Misc. Supplies | | | | 3,991,31 | |
| General Overhead | | | | 2,901.18 | |
| | | | | | 73,764.17 |
| Materials: | | | | | |
| 18" Concrete Pipe | 552 | Lin. Ft. | at $2.25 | $ 1,174.50 | |
| 24" " " | 333 | " " | " 3.35 | 1,115.55 | |
| 36" " " | 60 | " " | " 6.35 | 381.00 | |
| 18" Corr. Metal Pipe | 152 | " " | " 3.09 | 469.68 | |
| 18" Bands | 5 | Each | " 3.09 | 15.45 | |
| 48" Corr. Metal Pipe | 22 | Lin. Ft. | " 13.34 | 293.48 | |
| 48" Bands | 1 | Each | " 12.58 | 12.58 | |
| 12" Corr. Metal Pipe | 30 | Lin. Ft. | " 2.18 | 65.40 | |
| 12" Bands | 1 | Each | " 2.18 | 2.18 | |
| | | | | | 3,529.82 |
| Total Cost........................ | | | | | $125,062.25 |

## Detail of Cost
## Newport Construction Co.

Labor:

| | | |
|---|---|---|
| Supervision | $ 5,745.92 | |
| Labor | 27,163.97 | |
| Labor Insurance | 3,222.86 | |
| | | $ 36,132.75 |

Equipment Rental & Misc. Supplies:

| | | |
|---|---|---|
| Equipment Rental, Owned | $36,879.54 | |
| " - " , Hired | 180.00 | |
| Gas, Oil & Grease | 5,224.71 | |
| Bond | 1,885.56 | |
| P.L. & P.D. Insurance | 1,542.45 | |
| Freight & Cartage | 3,714.85 | |
| Small Tools & Misc. Supplies | 1,385.77 | |
| General Overhead | 1,570.71 | |
| Purchase Order (Russell Olsen) Oiling | 8,861.25 | |
| Subcontract (Snook Bros.) Concrete | 11,123.77 | |
| | | 72,368.61 |

Materials:

| | | | |
|---|---|---|---|
| RC-3 Asphalt | 122.29 Ton at $21.61 | $ 2,642.69 | |
| 150-200 Asphalt | 249.28 " " 19.61 | 4,888.38 | |
| RS-1 | 69.68 " " 22.88 | 1,594.29 | |
| Freight on Asphalt | | 6,045.12 | |
| Demurrage | | 88.69 | |
| | | | 15,259.17 |

Total Cost . . . . . . . . . . . . . . . . . . . . . . $123,760.53

# Breakdown of Crushing & Handling Costs

|  | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Move In & Set Up | 41,521.9 | Cu. Yd. | $ 9,321.15 | $0.224 |
| Load & Haul to Crusher | " | " " | 18,179.57 | 0.438 |
| Crushing | " | " " | 30,864.76 | 0.743 |
|  |  |  |  | $1.405 |

## Stockpiling

|  | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Haul to Stockpile | 13,153.9 | Cu. Yd. | $ 865.62 | $0.066 |
| Stockpiling | " | " " | 2,191.89 | 0.176 |
|  |  |  |  | $0.232 |

## Haul to Road & Finish

|  | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Haul to Road (Av. Haul 1.53 Mi.) | 35,592.0 | Cu. Yd. | $15,318.47 | $0.432 |
| Finish | " | " " | 8,717.45 | 0.243 |
|  |  |  |  | $0.675 |

|  |  |  | Crushed Rock in Stockpile |  |  |
|---|---|---|---|---|---|
|  | Base 2½"-0" | Base & Shoulder 3/4"-0" | 3/4"-0" Binder | Aggregate | 3/4"-0" |
| Crushing | $1.405 | $1.405 | $1.405 | $1.405 | $1.405 |
| Haul to Stockpile |  | 0.232 | 0.232 | 0.232 | 0.232 |
| Haul to Road & Finish | 0.675 | 0.675 |  |  |  |
|  | $2.080 | $2.312 | $1.637 | $1.637 | $1.637 |

Remarks:

This was a Federal Aid Secondary Project calling for grading and oil mat surfacing of 5.80 miles of highway roadbed on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway in Baker County.

This project was bid December 10th, 1953, and awarded January 22nd, 1954. Work was started January 5th, 1954, and was completed August 25th, 1954.

The clearing consisted of willow brush and the removal of three timber structures which were removed as work progressed.

Durbin Bros., having the subcontract for grading, moved in their equipment and started grading operations January 5th, and were completed May 20th. Grading was done with the following equipment: Three D-8 cats and dozers, two 15-yard scrapers, one #12 blade, one 2½-yard Northwest shovel, three 6-yard dumptors, one 210 CFM compressor, one wagon drill, one D-8 cat with mounted 600 CFM compressor and rock drill, one ripper, one 7-yard dump truck, two pickups and three flatbed trucks used for maintenance of equipment and other work. Excavation consisted of solid rock of a granite formation, talus deposits and dirt. The drilling and blasting progressed very rapidly ahead of the excavating equipment, and no time was lost due to blasting operations.

The grading operation was very efficient, the equipment in good repair, and under good supervision the contractor realized a fair profit.

The prime contractor moved in his four-crusher, semi-portable crushing plant March 22nd, and set up in a gravel deposit in Maiden Gulch to crush the material needed for this project instead of the quarry specified by the State. The 2½"-0" base material was fed direct from the crusher to a conveyor tunnel and loaded onto two DW-10 tractors with bottom dump trailers. The crusher was fed by two 6-yard dumptors loaded by a 1½-yard dragline shovel. The 3/4"-0" and oiling aggregate was stockpiled for later use. The oiling was done by the Russell Olson Construction Co. on a purchase order at the following prices: $1.25 per cu. yd. for hauling and placing 3/4"-0" in binder and the oiling aggregate, $8.00 per ton for placing the asphalt.

With good production and supervision the contractors all realized a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

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September 22, 1954

Seaboard Surety Company
Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Newport Construction Co. on contract No. 4077, covering the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway in Baker County.

Thispayment, in the amount of $40,185.98, will be released to the contractor on or after October 2, 1954. The retained percentage is $8,247.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

NOTED ON CARD
9-23-54

Form E-1—10M—7-50

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OREGON STATE HIGHWAY COMMISSION

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

**FINAL REPORT**

For Week Ending August 28, 1954

Section Table Rock Creek--Black Bridge

Kind of work Grading and Oiling

Highway Baker--Homestead

Section prefix 1-1023

Contractor Newport Construction Company

Contract number 4077

Date of contract January 22, 1954

Date of completion September 30, 1954

Date work started January 5, 1954

Estimated date of completion August 25, 1954

Amount of contract $269,165.46

Per cent of time elapsed 87.4 %

Estimated cost of completed project, exclusive of engineering $279,520.83

Per cent of contract completed, based on total contract price 100 %

Total Est. Engr. 18,235.00 88.5%

Engineering cost to date $17,853.00 (8-25-54) 86.6%

Date project was completed August 25, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor rolled the shoulders and broomed the new oil Monday, Tuesday, and Wednesday.

Contractor is moving out crushing plant this week.

The Semi-final Estimate and supporting data will be ready to submit to the Division Office the first of next week.

NOTED
OSCAR [illegible]

FORREST [illegible]

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Kenn Laughlin

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 5.80 | 5.80 | | 5.80 | |
| Miles partially completed | | | | | |
| Miles completed | 5.80 | 5.80 | | 5.80 | |
| Total estimated quantities | 172,981.0 | 35,592 | | 4,265 cy Oil Rock<br>441.25 Tons Asph. | |
| Estimated quantities moved or placed to date | 172,981.0 | 35,592 | | 4,265 cy Oil Rock<br>441.25 Tons Asph. | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | 1 | |
| Hours per shift | | | | 8 | |
| Average force on project for week | | | | 2 | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders 1, Rollers 1, Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . . ..........., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | Rain | | |
| Wednesday | Cloudy | | Contractor's last day on the Job |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

State Printing Dept. 41608

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AUG 27 1954
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S-11(4)
4077

August 26, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 25, 1954 on Contract No. 4077, Table Rock Creek-Black Bridge Section, in Baker County, in connection with Federal Aid Project No. S-11 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DDP:dm

cc: John Cattrall

4077

Form PR 2 (Revised 1950)

1165

State Oregon

Federal Aid Secondary Project No. S-11(4)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of October, 1953, a program, which was approved on the 10th day of November, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~[illegible]~~ by the District Engineer of the Bureau of Public Roads on the 24th day of November, 1953; and

Whereas the ~~[illegible]~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-five thousand and 00/100 dollars ($ 175,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.93

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1412+00 in the NE 1/4, Section 6, T. 9 S., R. 44 E., W.M., and survey station 1718+75 in the SW 1/4, Section 14, T. 9 S., R. 44 E., W.M., except stations 1603+12.3 to 1603+50.3, , length 5.803 miles, in Baker County, being Oregon Federal Aid / Secondary project No. S-11(4), consisting of 5.803 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~span in length~~.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-two thousand, seven hundred eighty-two and 06/100 dollars ($282,782.06), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1919.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5 A4.02

REC APR 2

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APR 7 1924

Oregon State Highway Department

Federal Aid Secondary Project
No. S-11 (4)

## TABLE ROCK CREEK-BLACK BRIDGE SECTION
## OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 5231
Roadway (Sta. 1412+00 to Sta. 1718+75) (Contract 4077)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing | | $ 7,500.00 |
| 500 cu. yds. | Structural Excavation, Unclassified | $ 5.00 | 2,500.00 |
| 149,000 cu. yds. | General Excavation, Unclassified | 0.68 | 101,320.00 |
| 146,000 yd. sta. | Short Overhaul | 0.02 | 2,920.00 |
| 1,200 C-yd. sta. | Long Overhaul | 0.40 | 480.00 |
| 5.80 miles | Finishing Roadbed and Slopes | 800.00 | 4,640.00 |
| 3,300 lin. ft. | Rounding Cutbanks | 0.17 | 561.00 |
| 500 lin. ft. | 18-inch Concrete Pipe | 3.75 | 1,875.00 |
| 180 lin. ft. | 24-inch Concrete Pipe | 5.45 | 981.00 |
| 60 lin. ft. | 36-inch Concrete Pipe | 9.35 | 561.00 |
| 110 lin. ft. | 18-inch Corrugated Metal Pipe | 4.75 | 522.50 |
| 20 lin. ft. | 48-inch Corrugated Metal Pipe | 22.50 | 450.00 |
| 580 lin. ft. | Salvaging Culvert Pipe | 4.50 | 2,610.00 |
| 150 cu. yds. | Class "A" Concrete | 60.00 | 9,000.00 |
| 21,700 lbs. | Metal Reinforcement | 0.12 | 2,604.00 |
| 29,000 cu. yds. | 2½" - 0 Material in Base | 2.14 | 62,060.00 |
| 7,400 cu. yds. | 3/4" - 0 Material in Base & Shoulders | 2.34 | 17,316.00 |
| 800 M-gal. | Sprinkling | 2.50 | 2,000.00 |
| 740 cu. yds. | 3/4" - 0 Material in Binder Course | 3.59 | 2,656.60 |
| 3,500 cu. yds. | Furnishing and Placing Aggregates | 3.59 | 12,565.00 |
| 120 tons | Furnishing and Placing RC-3 Asphalt | 50.00 | 6,000.00 |
| 255 tons | Furnishing and Placing 150-200 Asphalt | 47.50 | 12,112.50 |
| 80 tons | Furnishing and Placing RS-1 Asphalt | 48.00 | 3,840.00 |
| | Subtotal | | $257,074.60 |
| | 10% Engr. and Cont. | | 25,707.46 |
| | Total | | $282,782.06 |

| | |
|---|---|
| Length of Roadway | 5.803 miles |
| Length of Structure | 0.007 mile |
| Total Length | 5.810 miles |
| Cost of Roadway per mile | $48,730.32 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | $175,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - | 107,782.06 |
| | $282,782.06 |

November 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-11(4), Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

A typographical error in Total Length of Project as shown on the estimate has been corrected to read 5.810 miles instead of 5.801 miles.

Very truly yours,

C. G. POLK
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-11 (4)

## TABLE ROCK CREEK-BLACK BRIDGE SECTION
## OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1953

Type Code 5231
Roadway (Station 1412+00 to Station 1718+75)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 6,000.00 |
| 500 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 1,500.00 |
| 149,000 | cu. yds. | General Excavation, Unclassified | 0.75 | 111,750.00 |
| 146,000 | yd. sta. | Short Overhaul | 0.015 | 2,190.00 |
| 1,200 | C-yd. sta. | Long Overhaul | 0.50 | 600.00 |
| 5.80 | miles | Finishing Roadbed and Slopes | 600.00 | 3,480.00 |
| 3,300 | lin. ft. | Rounding Cutbanks | 0.20 | 660.00 |
| 500 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,750.00 |
| 180 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 855.00 |
| 60 | lin. ft. | 36-inch Concrete Pipe | 9.00 | 540.00 |
| 110 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.75 | 522.50 |
| 20 | lin. ft. | 48-inch Corrugated Metal Pipe | 20.00 | 400.00 |
| 580 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 1,160.00 |
| 150 | cu. yds. | Class "A" Concrete | 65.00 | 9,750.00 |
| 21,700 | lbs. | Metal Reinforcement | 0.14 | 3,038.00 |
| 29,000 | cu. yds. | 2½" - 0 Material in Base | 2.30 | 66,700.00 |
| 7,400 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.40 | 17,760.00 |
| 800 | M-gal. | Sprinkling | 2.50 | 2,000.00 |
| 740 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 2,590.00 |
| 3,500 | cu. yds. | Furnishing and Placing Aggregates | 3.75 | 13,125.00 |
| 120 | tons | Furnishing and Placing RC-3 Asphalt | 45.00 | 5,400.00 |
| 255 | tons | Furnishing and Placing 150-200 Asphalt | 42.00 | 10,710.00 |
| 80 | tons | Furnishing and Placing RS-1 Asphalt | 45.00 | 3,600.00 |
| | | | Subtotal | $266,080.50 |
| | | | 10% Engr. & Cont. | 26,608.05 |
| | | | Total | $292,688.55 |

| | |
|---|---|
| Length of Roadway | 5.803 miles |
| Length of Structure | 0.007 mile |
| Total Length | 5.810 5.801 miles |
| Cost of Roadway per Mile | $50,437.45 |

| | |
|---|---|
| Federal Funds | $180,000.00 |
| State Funds | 112,688.55 |
| | $292,688.55 |

RECEIVED
FOR FILING
S 11(4)
4077

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1954

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Newport Construction Company and Durbin Brothers, covering Items 2 to 5, inclusive, and 7 to 13, inclusive, on the Table Rock Creek-Black Bridge Contract No. 4077, Oregon S-11 (4), is approved, and you may so inform the interested parties.

It is noted that this subcontract together with the one with Snook Brothers amounts to $126,385.00, which is very nearly the allowable 50% subcontracting limitation. Extreme care should be taken that no further subcontracts be approved unless careful check is made of the possibility of overrun.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams
2 - C. G. Polk

RECEIVED
MAR 1954
FOR FILING

S-11 (4)

4077

**OREGON STATE HIGHWAY DEPARTMENT**

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The subcontract between Newport Construction Co. and Snook Bros., covering Items 14 and 15 on the Table Rock Creek-Black Bridge Contract No. 4077, Oregon S-11 (4), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams
2 - C. G. Polk

RECEIVED
FEB 23 1954
FOR FILING

11(4)

[illegible]

February 23, 1954

Newport Construction Co.
7031 N. E. Halsey St.
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4077, which was awarded to you on January 22, 1954 by the State Highway Commission, for grading and oiling on the Table Rock Creek-Black Bridge Section of the Baker Homestead Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 11 1954
FOR FILING

-11(4)

4077

February 10, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 5, 1954 on Contract No. 4077, Table Rock Creek-Black Bridge Section, in Baker County, in connection with Federal Aid Project No. S-11 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:eh

RECEIVED
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FOR FILING

2-11(1)

4, 11

AGENDA
FEB 24 1954

32-8

January 22, 1954

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953 accepted your proposal for 5.80 miles of grading and oiling on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway about 26 miles east of Baker in Baker County for the sum of $257,074.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrence was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4077.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
Goldie Lewis

E.R.

RECEIVED
MAR 19 1954
FOR FILING

S-11(4)

4- 77

AGENDA
FEB 24 1954

322-8

January 22, 1954

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953 accepted your proposal for 5.80 miles of grading and oiling on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway about 26 miles east of Baker in Baker County for the sum of $257,074.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrence was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4077.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
Goldie Lewis

E.K.

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

January 22, 1954

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and oiling Table Rock Creek-Black Bridge Section of Baker-Homestead Highway in Baker County for which you submitted low bid on December 10, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

---

Very truly yours,

C G Polk

C. G. POLK
District Engineer

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4177

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquiried for Oregon Project S-11 (4), Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway, we hereby concur as of this date in award of contract No. 4077 to Newport Construction Co. of Portland, Oregon, low bidder in the amount of $257,074.60 at the December 10, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 22 1954
FOR FILING

S-11(4)

4077

January 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway in Baker County, Project S-11 (4), to the Newport Construction Co. of Portland, Oregon, on the basis of the bid of $257,074.60 submitted on December 10, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
DEC 16 1953
FOR FILING

-11(4)

4077

5-11(4)

December 16, 1953

Mr. Ed Braswell

New Bridge, Oregon

Dear Mr. Braswell:

Newport Construction Company, 7031 N. E. Halsey Street, Portland, were the successful bidders on the Table Rock Creek-Black Bridge Section on December 10. Award of the contract, however, has been deferred pending acquisition of some right of way, so we cannot at this time advise you as to when work will be started. It is expected that award of the contract will be made within 45 days from December 10.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
DEC 16 1953
FOR FILING

| |
|---|
| 5-11(4) |
| |
| 4077 |

5-11(4)

December 16, 1953

Mr. Ed Braswell

New Bridge, Oregon

Dear Mr. Braswell:

Newport Construction Company, 7031 N. E. Halsey Street, Portland, were the successful bidders on the Table Rock Creek-Black Bridge Section on December 10. Award of the contract, however, has been deferred pending acquisition of some right of way, so we cannot at this time advise you as to when work will be started. It is expected that award of the contract will be made within 45 days from December 10.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

[illegible] who
gets [illegible] or the [illegible]
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[illegible] they [illegible]
the State. Thank you very much.

Yours Truly
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---

ember 10, 1953
0 for construction
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Yours was the low
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HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwo, SIAC

RECEIVED

Const
Fed. Coord.
[illegible]

December 14, 1953

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on December 10, 1953 accepted your bid in the amount of $257,074.60 for construction of grading and oiling Table Rock Creek-Black Bridge section of the Baker-Homestead Highway about 26 miles east of Baker in Baker County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED
NOV 27 1953
FOR FILING

[illegible]

5 11(4)

P

November 25, 1953

Honorable Paul L. Patterson
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Patterson:

With reference to the question of Mr. Evans of Halfway as to the completion of the canyon section of the Baker-Cornucopia Highway, advise that we will take bids on the contracting of this work on December 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

PAUL L. PATTERSON
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

November 23, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sam:

Mr. Evans of Halfway has asked me when the contract for the completion of canyon section of the Baker-Cornucopia Highway is to be let.

I would appreciate hearing on this so I could advise him.

Sincerely yours,

Paul L. Patterson

Governor

P:es

RECEIVED
NOV 25 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1953
FOR FILING

Const
[illegible]
[illegible]

S-11(4)

November 12, 1953

Mr. Edward Braswell
New Bridge
Oregon

Dear Mr. Braswell:

In reply to your letter of November 7 inquiring as to proposed improvement of the six mile section of the Baker Homestead Highway, about ten miles west of Richland, I can say that the State Highway Commission proposes to receive bids at its meeting in December for construction of this six mile section which is described as the Table Rock-Black Bridge Section. The work will consist of grading and oiling.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

[illegible] Chiloquin Ore
[illegible] 1953

[illegible] State Highway Dept
[illegible]
[illegible]

[illegible] Company that the [illegible] and where work will [illegible] of hiway or hiway 66 about 10 mi west [illegible] Co.

Thanking You
Edward Braswell

408 STATE HIGHWAY BLDG.
SALEM, OREGON

24, 1953

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ANSWERED
H. B. GLAISTER

Commissioner

RECEIVED

FOR FILING

OREGON DISTRICT

Fed Aid

Hwy. & Proj.

S 11(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-11(4), Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

A typographical error in Total Length of Project as shown on the estimate has been corrected to read 5.810 miles instead of 5.801 miles.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Commissioner

FORM 2-130K 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

July 2, 1953

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following state highway project in Baker County:

FEDERAL FISCAL YEAR 1955 FUND

| | |
|---|---|
| Baker-Homestead State Highway (FAS 505)<br>Table Rock-Black Bridge, grade, surface, and oil | $300,000 |

If the Baker County Court concurs in the selection of the above project, please indicate so by signing the second copy of this letter in the space provided and returning same to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

Baker County Court

Date July 16, 1953

Judge

Commissioner

Commissioner

FORM E-128X 37,000 4-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 2, 1953

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following state highway project in Baker County:

FEDERAL FISCAL YEAR 1955 FUND

| | |
|---|---|
| Baker-Homestead State Highway (FAS 505) | |
| Table Rock-Black Bridge, grade, surface, and oil | $300,000 |

If the Baker County Court concurs in the selection of the above project, please indicate so by signing the second copy of this letter in the space provided and returning same to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

Baker County Court

Date July 16, 1953

Judge

Commissioner

Commissioner

FORREST L. HUBBARD, CIRCUIT JUDGE
GEORGE P. NEWTON, DIST. ATTORNEY
LLOYD REA, COUNTY JUDGE
R. M. PHIPPS, HUNTINGTON, ORE.
GILL C. WRIGHT, NEW BRIDGE, ORE.
COMMISSIONERS
GRANT A. YOUNG, COUNTY CLERK
FRED C. THOM, SHERIFF
UNNAR STEVENS, ASSESSOR PROTEM
MABEL C. RAGSDALE, TREASURER
MYRTLE E. LEE, SCHOOL SUPERINTENDENT
THAD P. BEATTY, CORONER
WALLACE MAXWELL, WATER MASTER

CIRCUIT COURT CONVENES FIRST MONDAY IN FE, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

**Baker County, Oregon**
**Baker, Oregon**

July 17, 1953

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear John:

Please find enclosed the second copy of your letter asking for our approval on the Table Rock-Black Bridge Section of the Baker Homestead highway.

Thanks very much for your help in this matter. The Court is very pleased to see the Commission finish this section of road.

Thanks again and with best regards to you and Fred.

Yoursvery truly,
Lloyd Rea
Lloyd Rea
County Judge

RECEIVED
1953

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
3 MAY 1953
FOR FILING

4-d(1)

May 26, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a map which indicates the relocation survey for the East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway. This is the unit that is usually referred to as the Table Rock Creek-Black Bridge Section.

Actually, the new location follows along the old road, as there is not room in the narrow canyon for complete relocation, but the curves are flattened and the roadbed widened to provide a highway satisfactory to carry the traffic.

We are tentatively considering this project for contracting this year, and we should proceed immediately with acquisition of the right of way required. This matter will be on the next agenda, and I recommend your approval of the survey between Stations 1403+40.4 and 1732+54.73.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith

RECEIVED
MAY 1953
FOR FILING

4-d(1)

May 26, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a map which indicates the relocation survey for the East Unit of the Love Bridge-Black Bridge Section of the Baker-Homestead Highway. This is the unit that is usually referred to as the Table Rock Creek-Black Bridge Section.

Actually, the new location follows along the old road, as there is not room in the narrow canyon for complete relocation, but the curves are flattened and the roadbed widened to provide a highway satisfactory to carry the traffic.

We are tentatively considering this project for contracting this year, and we should proceed immediately with acquisition of the right of way required. This matter will be on the next agenda, and I recommend your approval of the survey between Stations 1603+40.4 and 1732+54.73.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith

RECEIVED
MAR 30 1953
FOR FILING

3-11(4)

4077

March 24, 1953

Oregon State Highway Commission

Gentlemen:

Should you decide to defer the work on the Joseph-Imnaha Secondary Highway until you have tried the case, it would seem inconsistent to permit these 1954 federal-aid funds to lie idle most of the 1953 construction year, and would suggest your consideration toward the allocation of $300,000 of the money to the Table Rock Creek-Black Bridge Section of the Baker-Homestead Highway, which has been placed in the 1955 federal secondary reserve funds, which money will be available late next fall. The survey of this section is now complete, and we could call for the bids at the June meeting. If this switch were made the Sheep Creek job could be done with the 1955 federal-aid funds which will be available late this fall.

I would also like to bring to your attention that there is currently allocated to the Joseph-Sheep Creek Hill Section $420,000. Since this section is estimated to cost $272,000, there would be a surplus of $148,000, but if you use the money on the Baker job there would be a surplus of $120,000.

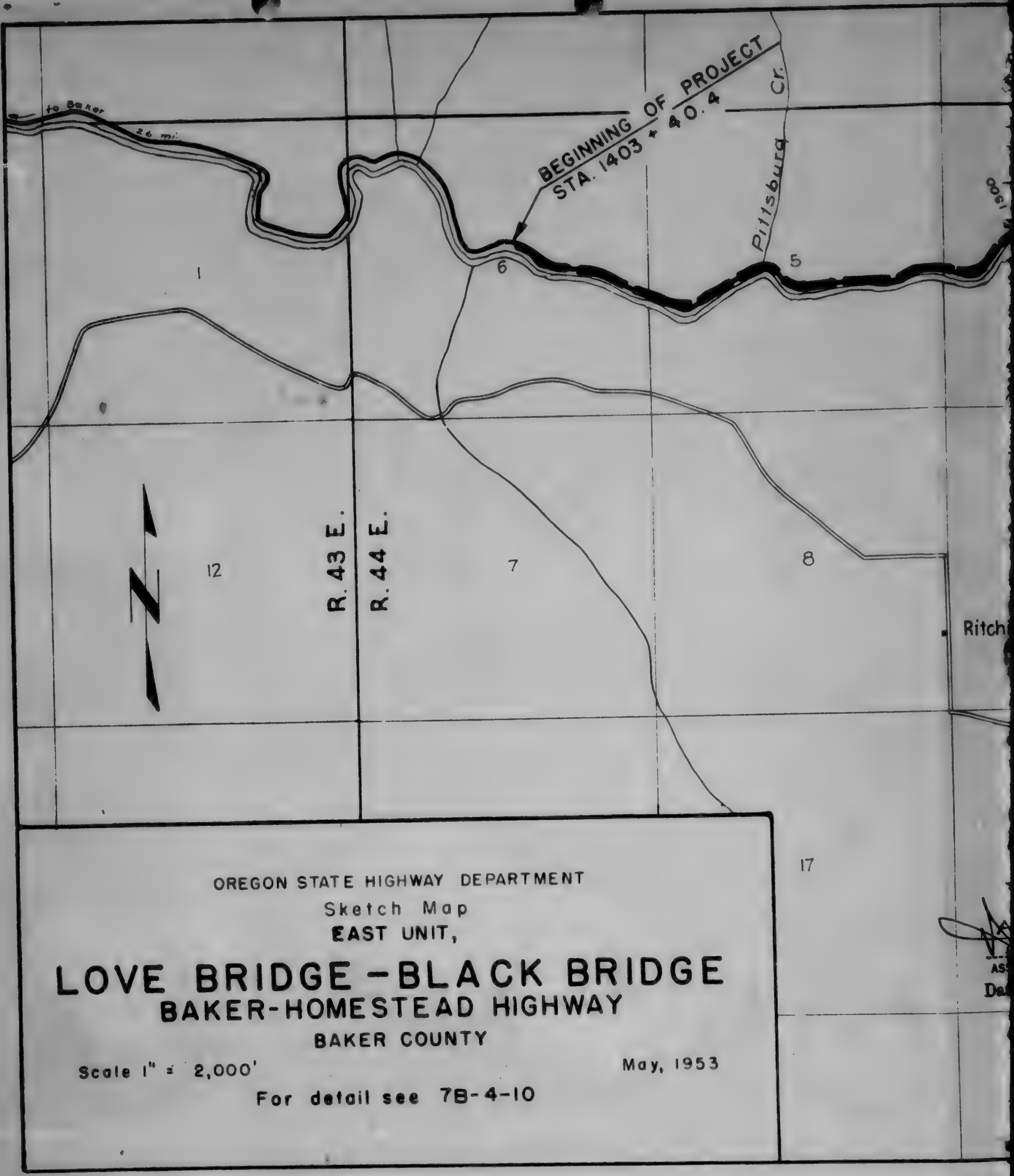
Permit me to call your attention to the fact that the narrow underpass near Hermiston would cost $105,000 to widen.

This matter will be placed upon the agenda for the meeting of April 8 and 9, at which time you can advise me of your wishes.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. W. C. Williams


to Baker
26 mi.
BEGINNING OF PROJECT
STA. 1403 + 40.4
Pittsburg Cr.
1
6
5
12
R. 43 E.
R. 44 E.
7
8
Ritch
17

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

EAST UNIT,

# LOVE BRIDGE - BLACK BRIDGE

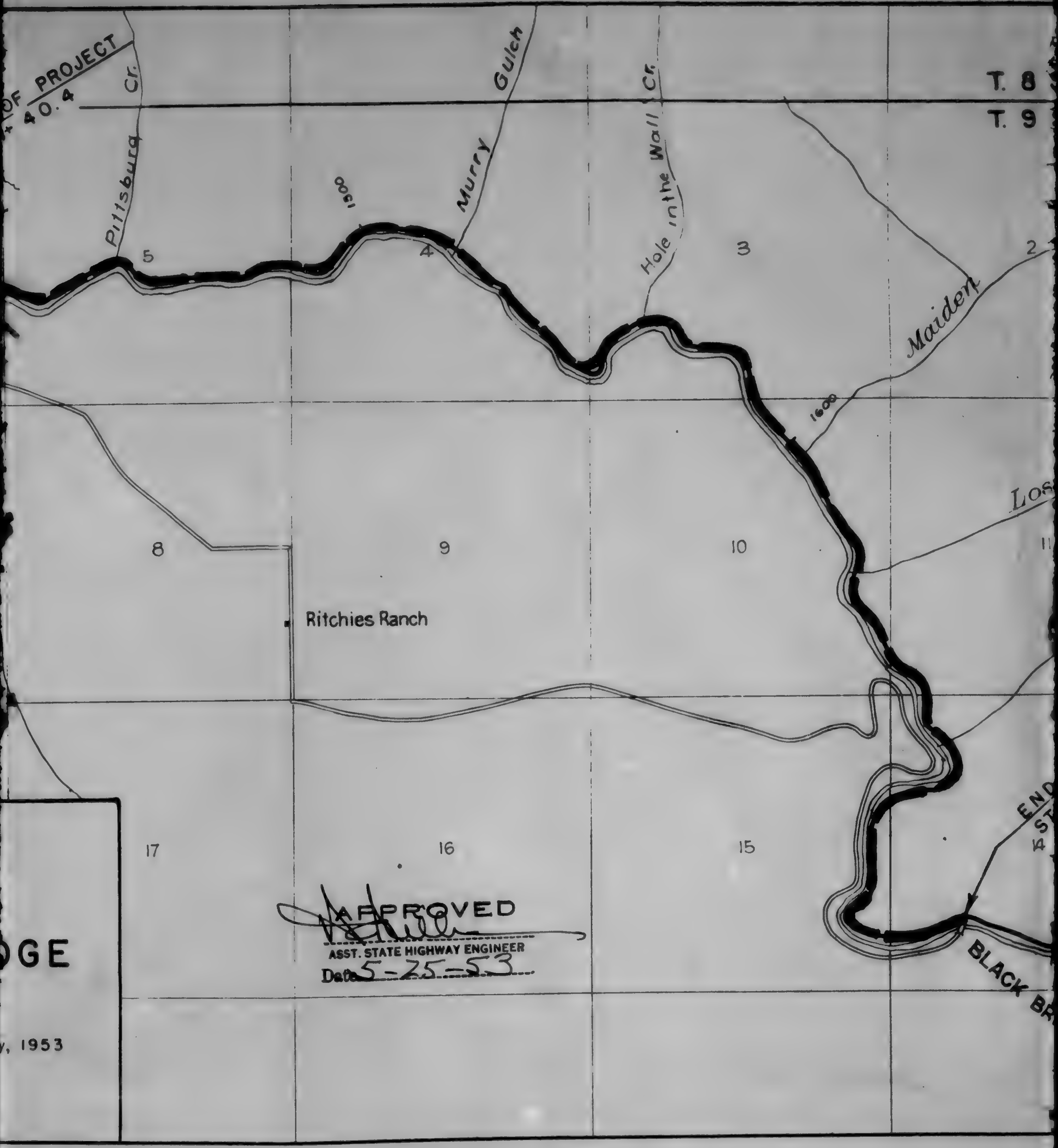
## BAKER-HOMESTEAD HIGHWAY

BAKER COUNTY

Scale 1" = 2,000'

May, 1953

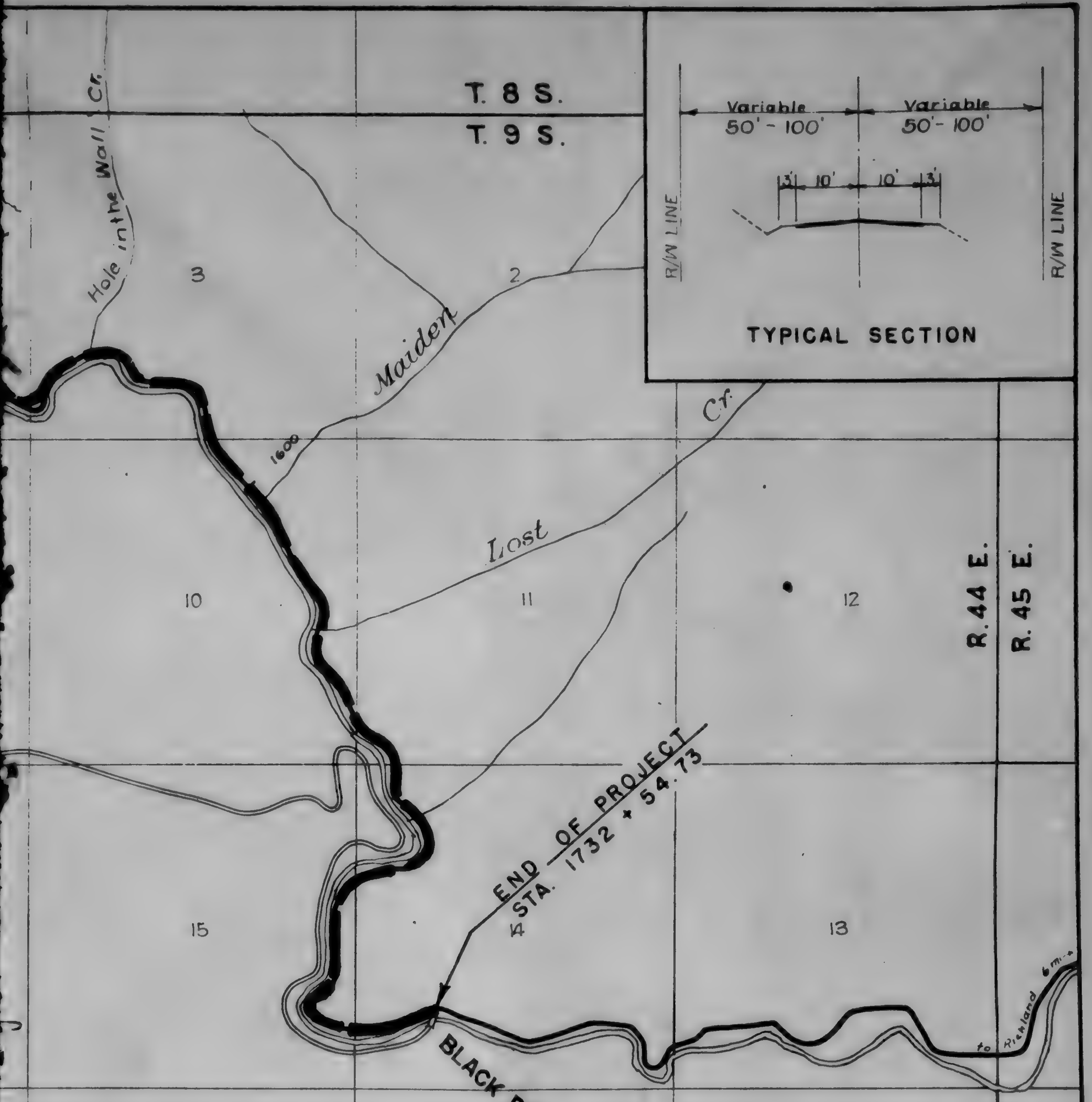
For detail see 7B-4-10


OF PROJECT
40.4
Pittsburg Cr.
Murry Gulch
1500
Hole in the Wall Cr.
T. 8
T. 9
5
4
3
2
Maiden
1600
Los
8
9
10
11
Ritchies Ranch
17
16
15
14
END
ST
BLACK BR
OGE
y, 1953

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 5-25-53


T. 8 S.
T. 9 S.
Hole in the Wall Cr.
Maiden Cr.
Lost Cr.
1600
3
2
10
11
12
15
14
13
R. 44 E.
R. 45 E.
END OF PROJECT
STA. 1732 + 54.73
BLACK BRIDGE
to Richland 6 mi.±
Variable
50' - 100'
Variable
50' - 100'
3'
10'
10'
3'
R/W LINE
R/W LINE
TYPICAL SECTION

[illegible] Corporation [illegible]
[illegible]
[illegible] paint.

GC-121 1st Street Grade Crossing 1954
of Southern Pacific Co.
1072 tracks near Central Point.

RECEIVED
DEC 21 1954
FOR FILING

BF I-B1(15)
4078

5560

4078

## ASSIGNMENT

Date: December 14, 1954 No. 5560 By [illegible]

Description: Southern Pacific Company Bill No. 431459 in the amount of $185.37 (6 copies) for cost of labor and material furnished in connection with overpass at Seven Oaks

Acknowledged by____ Referred to **Gardner** ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Bill being processed for payment [illegible]

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Executed__________ Report Received__________

RECEIVED
OCT 28 1954
FOR FILING

| |
|---|
| BFI- 1310-1 |
| |
| 4275 |

D

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Memo to the File

The Blackwell Hill-Seven Oaks project will be opened to traffic at 10 a.m., Friday, October 29, 1954.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc: W. C. Williams ✓
W. W. Stiffler
Tom Edwards
E. A. Collier

RECEIVED
OCT 14 1954
FOR FILING

BFI - 131 (1)
4 1 5
5428

p

## ASSIGNMENT

Date: October 11, 1954 No. 5428 By Lew

Description: Six copies of Southern Pacific Company Bill No. 430941 in the amount of $611.91 for cost of labor and material furnished in connection with overpass at Seven Oaks

Acknowledged by____ Referred to Gardner ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Bill is proper Pay

PLEASE RETURN TO W. C. WILLIAMS

NOTED W. C. WILLIAMS

Leng

Executed Retd 10-13-54 me Report Received________

BFI - 131 (15)

**OREGON STATE HIGHWAY DEPARTMENT**
(date)
Oct. 8, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4078 | 7-final | BESSONETTE & GRAFF |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 20788 | R-105920 | $ 5,676.09 | 10/7/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Sep. 15, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-3-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 4 1954
Ruth Rawlings

NOTED ON CARD
11-4-54 gk

RECEIVED
OCT 5 - 1954
FOR FILING

October 4, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4078 for construction of Seven Oaks Overcrossing on the Pacific Highway in Jackson County was completed by the contractor, Bessonette & Graff, on September 15, 1954 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $5,676.09 will be released to the contractor after acceptance by the Commission. The total contract amount is $68,810.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-11-54

RECEIVED
FOR FILING

5250

## ASSIGNMENT

Date: August 2, 1954 No. 5250 By WCW

Description: Southern Pacific Company Bill No. 430357 in the amount of $576.00 for cost of labor and material furnished in connection with overpass at Seven Oaks

Acknowledged by_____ Referred to **Gardner** ✓

— Investigate and report with recommendation
X Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr.________
— Contact correspondent and report

Remarks: Bill being processed for pay't

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Executed 8-3-54 Report Received__________

RECEIVED
JUL 20 1954
FOR FILING

PCT 131(15)

4078

*File*

## ASSIGNMENT

Date: July 15, 1954 No. 5213 By wcw

Description: Bill No. 431974 from the Southern Pacific Company in amount of $545.93 (6 copies), for cost of labor and material furnished in connection with overpass at Seven Oaks, Oregon.

Acknowledged by ____ Referred to Gardner ✓

Investigate and report with recommendation
[✓ Such action as necessary and report]
Comment or recommendation
Return with rough draft of reply
Prepare reply for signature of Mr. ________
Contact correspondent and report

Remarks: Bill being processed for payment.

PLEASE RETURN TO
W. C. WILLIAMS

Ret'd 7·19·54 mc

Executed ✓ Report Received ________

RECEIVED
FOR FILING

1171-151 [illegible]

[illegible]

5089

## ASSIGNMENT

Date: May 18, 1954 No. 5089 By [illegible]

Description: Bill No. 1 from The Western Union Telegraph Co., 5-14-54, in amount of $1,698.06, for highway overpass near Seven Oaks, Ore.

Acknowledged by ____ Referred to ✓ C.A.Gardner

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Bill being processed for payment

NOTED
W. C. WILLIAMS

Rec'd 5-24-54

Executed ✓ Report Received ________

RECEIVED
FOR FILING

E71-131(OR)

4-75

5048

## ASSIGNMENT

Date: May 4, 1954 No. 5048 By Ewen

Description: Bill No. 431250 from Southern Pac. Co., in amount of $246.23 in connection with overpass at Seven Oaks, Oregon.

Acknowledged by_____ Referred to Gardner ✓

__ Investigate and report with recommendation
XXXX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Being processed for payt. [illegible]

NOTED
W. C. WILLIAMS

Recd

Executed 5-4-54 Report Received__________

RECEIVED
MAR 24 1954
FOR FILING

File

RAILROAD COMPANIES
FILE No. 429

| |
|---|
| 1371-131(15) |
| |
| 4077 |

Salem, Oregon
March [illegible], 1954

R.R.

Memorandum

Mr. W. C. Williams
Mr. J. [illegible] Paxson
Mr. [illegible] G. Smith
Mr. [illegible] Collier
Mr. Tom Edwards

Dear Sirs:

We have received and filed in this office a fully executed copy of an agreement with the Southern Pacific Company covering the Seven Oaks overcrossing of the Pacific Highway in Jackson County. This agreement has been filed as Railroad Agreement No. 429.

Secretary

[illegible]

427

FORM E-30 20M 9-51 52315

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1954

SUBJECT: Pux 97 - R-21693
Seven Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you completely executed copy of construction agreement with Southern Pacific Company covering the construction of the Seven Oaks Overcrossing project on the revised location of the Pacific Highway in Jackson County.

Copies have been made and forwarded to W. C. Williams, G. S. Paxson, H. G. Smith, E. A. Collier and Tom Edwards.

Very truly yours,

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

query
to file -
you might advise those who
were [illegible] approving [illegible]
as to the file no.
HBG

RECEIVED
FEB 23 1954
FOR FILING

[illegible]

[illegible]

February 23, 1954

Bessonette & Graff
613 East Jackson
Medford, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4078, covering the Seven Oaks Overcrossing on the Pacific Highway in Jackson County, awarded January 22, 1954.

Contract No. 4084, for two grade separation structures on the Blackwell Hill-Seven Oaks Unit on the Pacific Highway in Jackson County, awarded January 21, 1954.

A copy of this contract is also being sent to the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 29 1954
FOR FILING

Query

1-72-131 (15)

[illegible]

Salem, Oregon
January 28, 1954

PUX 97 - Seven Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Company covering the Seven Oaks Overcrossing on the revised location of the Pacific Highway in Jackson County. These copies have now been executed by the Highway Commission and are now ready for the signatures of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

Filed RR 429

RECEIVED
APR 29 1954
FOR FILING

Query

| |
|---|
| 1371-131 (15) |
| |
| 97 |

Salem, Oregon
January 28, 1954

PUX 97 - Seven Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Company covering the Seven Oaks Overcrossing on the revised location of the Pacific Highway in Jackson County. These copies have now been executed by the Highway Commission and are now ready for the signatures of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

Filed RR 429

FORM E-39 25M 8-51 82316

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 18, 1954

**SUBJECT:** Pux 97 - Seven Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement with Southern Pacific Company covering the Seven Oaks Overcrossing on the revised location of the Pacific Highway in Jackson County.

After execution by the Commission, please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. W. Enfield

AUTHORIZED BY [illegible]
DATE Bids waived Dec 11, 1953
H B Glaisyer
Secretary

A

RECEIVED
MAR 1 9 1954
FOR FILING

BFE-131(15)

4078

AGENDA
FEB 2 4 1954

3a-3

January 22, 1954

Bessonette & Graff
613 E. Jackson
Medford, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your proposal for construction of the Seven Oaks Overcrossing near Central Point on the Pacific Highway in Jackson County for the sum of $69,839.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrence was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4078.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
G. S. Paxson
Goldie Lewis

E.R.

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

January 22, 1954

Bessonette & Graf
613 E. Jackson
Medford, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for construction of Seven Oaks Overcrossing on Pacific Highway in Jackson County for which you submitted low bid on December 11, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (500-900)
Files
C. W. Head

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

X ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-131(15)

4078

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of January 19, 1954 advising that all rights of way have been acquired for Oregon Project BFI-131(15), Seven Oaks Overcrossing on the Blackwell Hill-Seven Oaks Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4078 to Besonette & Graff of Medford, Oregon, low bidder in the amount of $69,839.00 at the December 11, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
FOR FILING

FORM E-30 25M 9-51 52319

# OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

INTER-DEPARTMENT CORRESPONDENCE

January 18, 1954

131(15)

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

SUBJECT: Pux 97 - Seven Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement with Southern Pacific Company covering the Seven Oaks Overcrossing on the revised location of the Pacific Highway in Jackson County.

After execution by the Commission, please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. C. W. Enfield

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI - 131(15)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-131(15), Overcrossing and County Road Undercrossing Structures, Blackwell Hill-Seven Oaks Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

RECEIVED
FOR FILING

[illegible]

125

[illegible]

December 14, 1953

Bessonette & Graff
613 E. Jackson
Medford, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your bid in the amount of $69,839.00 for construction of the Seven Oaks Overcrossing of the Southern Pacific Company's tracks near Central Point on the Pacific Highway in Jackson County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

G. S. Paxson

RECEIVED
FOR FILING
[illegible]
195
[illegible]

December 14, 1953

Bessonette & Graff
613 E. Jackson
Medford, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your bid in the amount of $69,839.00 for construction of the Seven Oaks Overcrossing of the Southern Pacific Company's tracks near Central Point on the Pacific Highway in Jackson County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franseen, SIAC

G. S. Paxson

FORM [illegible]

BFI-131(15)

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 2, 1953

**SUBJECT:** Pux 97 - Seven Oaks Overcrossing
Southern Pacific Co., Pacific Highway
Jackson County

RAILROAD COMPANIES
FILE No. 429

**To:**
- Mr. W. C. Williams ✓
- Mr. G. S. Paxson (6)
- Mr. H. G. Smith (3)
- Mr. E. A. Collier (2)
- Mr. Tom Edwards (2)
- Mr. F. B. Crandall
- Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you Public Utilities Commissioner Order No. 32696, issued November 27, 1953, covering Seven Oaks Overcrossing of Southern Pacific Company's tracks on the Pacific Highway in Jackson County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
DEC 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Prex 97

Order #32696

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2415

RECEIVED
NOV 30 1953
LEGAL DEP'T.

In the Matter of the Application of the State )
of Oregon, by and through its State Highway )
Commission, for authority to cross over the )
tracks and right of way of Southern Pacific )
Company on the revised location of the Pacific )
Highway between Gold Hill and Central Point, )
known as THE SEVEN OAKS OVERCROSSING, in the )
Northwest quarter of the Southwest quarter )
(NW¼SW¼) of Section 28, Township 36 South, )
Range 2 West, Willamette Meridian, in Jackson ) ORDER
County, Oregon. )

The above entitled matter was duly heard on Tuesday, November 10, 1953, at 9:30 A.M., in the Jackson County Court House, Medford, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Oregon State Highway Commission has relocated and is now constructing a section of Pacific Highway between Gold Hill and Central Point in Jackson County, and in connection therewith it is deemed necessary and desirable to cross over the tracks and right of way of Southern Pacific Company near an area known locally as Seven Oaks, in the Northwest quarter of the Southwest quarter of Section 28, Township 36 South, Range 2 West, Willamette Meridian, Jackson County, Oregon. Application for this overcrossing was filed by Oregon State Highway Commission on October 8, 1953.

The proposed new route of the highway will eliminate several curves, allow easier grades, and provide for generally better alignment.

Evidence was adduced in behalf of Oregon State Highway Commission, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The estimated average annual daily traffic at the proposed crossing will be 4,500 vehicles per day based upon 1952 tabulations, with anticipated normal annual increases. An average of eight trains per day are at present moving over the tracks of Southern Pacific Company at the location of the crossing.

The newly constructed highway will be tangent at the point of crossing, will cross the railroad at an angle of approximately 27 degrees, and will approach the point of crossing from the northwest on an ascending grade of 1.47%, and from the southeast on an ascending grade of 3.02%, with approach grades being connected with a 1600-foot vertical curve.

Applicant proposes to finance construction of the project from State and Federal highway funds without participation therein from funds of railroad company, and proposes to reimburse Southern Pacific Company for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

It is anticipated that the standard vertical clearance as set forth in P.S.C. Oregon Order No. 99 will be impaired to the extent of one foot six inches by the erection and use of falsework during the construction period, but no impairment will exist after completion.

The applicant agrees to bear the cost of maintenance of the overcrossing structure, together with its roadway facilities, and Southern Pacific Company agrees to maintain its railroad track and appurtenances beneath the structure.

From the foregoing, it is concluded that a separation of grades of railroad and highway at this location by means of an overcrossing structure is necessary and desirable, and that the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway between Gold Hill and Central Point, at or near the place known as Seven Oaks, in the Northwest quarter of the Southwest quarter of Section 28, Township 36 South, Range 2 West, Willamette Meridian, in Jackson County, Oregon, is granted; and it is further

ORDERED that the overcrossing structure be constructed in a good and workmanlike manner, in accordance with accepted current engineering practices, and in conformity as to location and general design with Oregon State Highway Commission's Drawings Nos. 10952 and 11102 which were submitted with the application and by this reference made a part hereof, of accepted revisions thereof; and it is further

ORDERED that all costs of construction be borne by Oregon State Highway Commission, and that Southern Pacific Company be reimbursed for all expenses in connection with the construction of the overcrossing including the cost of revising and replacing the existing communication systems and right-of-way fences, the furnishing of watchman and flagman services as may be needed to safeguard railroad operations during the construction period, the furnishing and installing of such guard rails as may be necessary, and all other necessary expenses which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that all costs of maintenance of the structure upon its completion, together with the roadway and its facilities, be borne by Oregon State Highway Commission, and that all costs of maintenance of the railroad tracks and their appurtenances beneath the structure be borne by Southern Pacific Company; and it is further

ORDERED that any impairment to the standard clearances as set forth in P.S.C. Oregon Order No. 99 which may be necessarily caused by erection of falsework during the construction period are herein authorized; and it is further

ORDERED that upon completion the designation C-448.8-A shall be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 27th day of November, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM E-30 25M 8-51 83316

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1953

SUBJECT: Pux 97 - 7 Oaks Overcrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: MEMORANDUM TO FILE:

Hearing on this matter was held before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, at 9:30 a.m. on Tuesday, November 10, 1953, in the Jackson County Court House at Medford, Oregon.

Southern Pacific Company was represented by Mr. Joseph Larkin, and the Highway Commission was represented by the writer.

In his statement before the taking of any testimony Mr. Larkin stated that Southern Pacific Company was in accord with the granting of an order in accordance with the terms of the petition and that he would not place any witnesses on the stand.

Mr. Glenn Roberts was called to the stand for the Highway Commission, and a print of the title sheet of the Federal Aid Plans on the Blackwell Hill-7 Oaks Unit showing the existing highway and the revised location was presented in evidence as Exhibit #1.

Mr. P. M. Stevenson then was called to the stand and testified regarding the type, design and clearances on the proposed structure.

No controversy developed and it is anticipated that an order will be issued in due course. While on the stand Mr. Stevenson stated that the Highway Commission desired to call for bids on the improvement at the December 10-11 Commission Meeting if an order can be secured and the project cleared.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. Tom Edwards

S-265(2) Salem-Lancaster Drive Sec., 1954
N. Santiam Hwy. East of Salem
#4079

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 27, 1955

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4079 | 13-Final | Fred F. Slate Co., Oregon Ltd. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 25893 | R-139261 | $ 5,201.99 | 12/27/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Oct. 31, 1954

Time Extensions: to Sept. 1, 1955 without penalty

Completion Date: Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 28 1955
Ruth Rawlings

POSTED ON CARD

RECEIVED
DEC 15 1955
FOR FILING

S-265(2)
4079

December 14, 1955

**CERTIFIED MAIL**

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4079 for work performed on the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County was completed by the contractor, Fred H. Slate Co.Oreg.Ltd., on August 31 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $5,201.99 will be released to the contractor on or after December 24, 1955. The total contract amount is $171,611.27 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

[illegible] (2)

Form E-1-Rev 6-55—10M

b

ON STATE HIGHWAY DEPART

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1955

Section Salem-Lancaster Drive

Highway North Santiam

Contractor Fred H. Slate Co., Oreg. Ltd.

Date of contract January 22, 1954

Date work started March 29, 1954

Project authorization $191,694.38

Exclusive of Engineering $178,062.78

Kind of work Grading and Paving

Section prefix 124-1065

Contract number 4079

Date of completion ........, 19....

Estimated date of completion ........, 19....

Per cent of time elapsed 651/282 231 %

Estimated cost of completed project, exclusive of engineering $174,854.43

Estimated per cent [illegible] or underrun 1.8 %

Per cent of contract completed, based on total contract price 102 %

Engineering authorization $13,631.60

Engineering cost to date $14,423.52, 106 %

Date project was completed August 31, 1955

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on the semi-final estimate and submitted it Wednesday.

Final Weekly Report.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Arthur Duffy
Arthur Duffy, Resident Engineer

Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.43 | 1.43 |  |  | 1.43 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 1.43 | 1.43 |  |  | 1.43 |
| Total estimated quantities (contract) | 174,300 cy | 22,130 cy |  |  | 6,300 Tons |
| Total quantities corrected to date | 203,390 cy | 22,860 cy |  |  | 6,245 Tons |
| Estimated quantities moved or placed to date | " | " |  |  | " |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ............, Power graders ............, Rollers............, Mixers ............, Crushing or screening plants ...............

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ................, . . . . ................, . . . . ................

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | rain |  |  |
| Monday | rain |  |  |
| Tuesday | cloudy |  |  |
| Wednesday | cloudy |  |  |
| Thursday | cloudy |  |  |
| Friday | rain |  |  |
| Saturday | fair |  |  |

RECEIVED NOV [illegible]

FORM E-123 80M REVISED 5-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 4 1955
FOR FILING

S-265(2)

4077

October 3, 1955

Fred H. Slate Co./Oreg.Ltd.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from October 31, 1954 to September 1, 1955 within which to complete your contract No. 4077, covering the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Arthur Duffy,
Resident Engineer

H.O. Smith,
Construction Engineer

RECEIVED
SEP 29 1955

FOR FILING

-215(2)
4079

September 28, 1955

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co.Oreg.Ltd. a portion of the funds heretofore retained by the Commission on contract No. 4079, for grading and paving on the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County.

This payment in the amount of $14,546.47 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,146.68. The present payment will be released on or after October 8, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

jl

NOTED ON CARD

RECEIVED
SEP 15 1955
FOR FILING

September 14, 1955

Request for extension of time
No. 10
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Fred H. Slate Company, Oregon Limited, for an extension of time on the Salem-Lancaster Drive Section of the North Santiam Highway, Contract No. 4079, from November 1, 1954 to September 1, 1955.

Wet weather in the fall so completely saturated the grade that it was impossible to place the surfacing and paving until the grade had been thoroughly drained and dried out this spring. The overrun in time was not the fault of the contractor. I therefore recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
SEP 8 1955
FOR FILING

S-245(2)
4279

September 7, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOT
W. C. WILLIAM

Dear Sir:

This is to advise you that work was completed on August 31, 1955 on Contract No. 4279, Salem-Lancaster Drive Section, in Marion County, in connection with Federal Aid Project No. S-245(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. H. Stiffler
Asst. State Highway Engineer

cc: John Cottrell

WW:ch

RECEIVED
MAY 9 1955
FOR FILING

[illegible]

4-1

Salem, Oregon
May 6, 1955

Mr. F. B. Crandall

Proceed with the intersectional treatment of ORE22 and Airport Road in East Salem as per your plan submitted to me under date of April 29. The work may be financed with a State Force Order on the Salem-Lancaster Drive Section of the North Santiam Highway grading and paving project.

W. C. Williams

WCW:me

cc Mr. H. G. Smith

RECEIVED
MAY 9 1955
FOR FILING

7-165(2)

4077

Salem, Oregon
May 6, 1955

Mr. F. B. Crandall

Proceed with the intersectional treatment of ORE22 and Airport Road in East Salem as per your plan submitted to me under date of April 29. The work may be financed with a State Force Order on the Salem-Lancaster Drive Section of the North Santiam Highway grading and paving project.

W. C. Williams

WCW:me

cc Mr. H. G. Smith

FORM E-30 20M 9-51 52816

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1955

SUBJECT: Intersection ORE22 and Airport Road
East Salem

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In accord with your instructions, made revisions in proposed treatment of the above-indicated location and transmit herewith one sketch showing the revision.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:cp
Attachment

RECEIVED
MAY 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 20M 9-51 98316

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1955

SUBJECT: Intersection ORE22 and Airport Road
East Salem

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

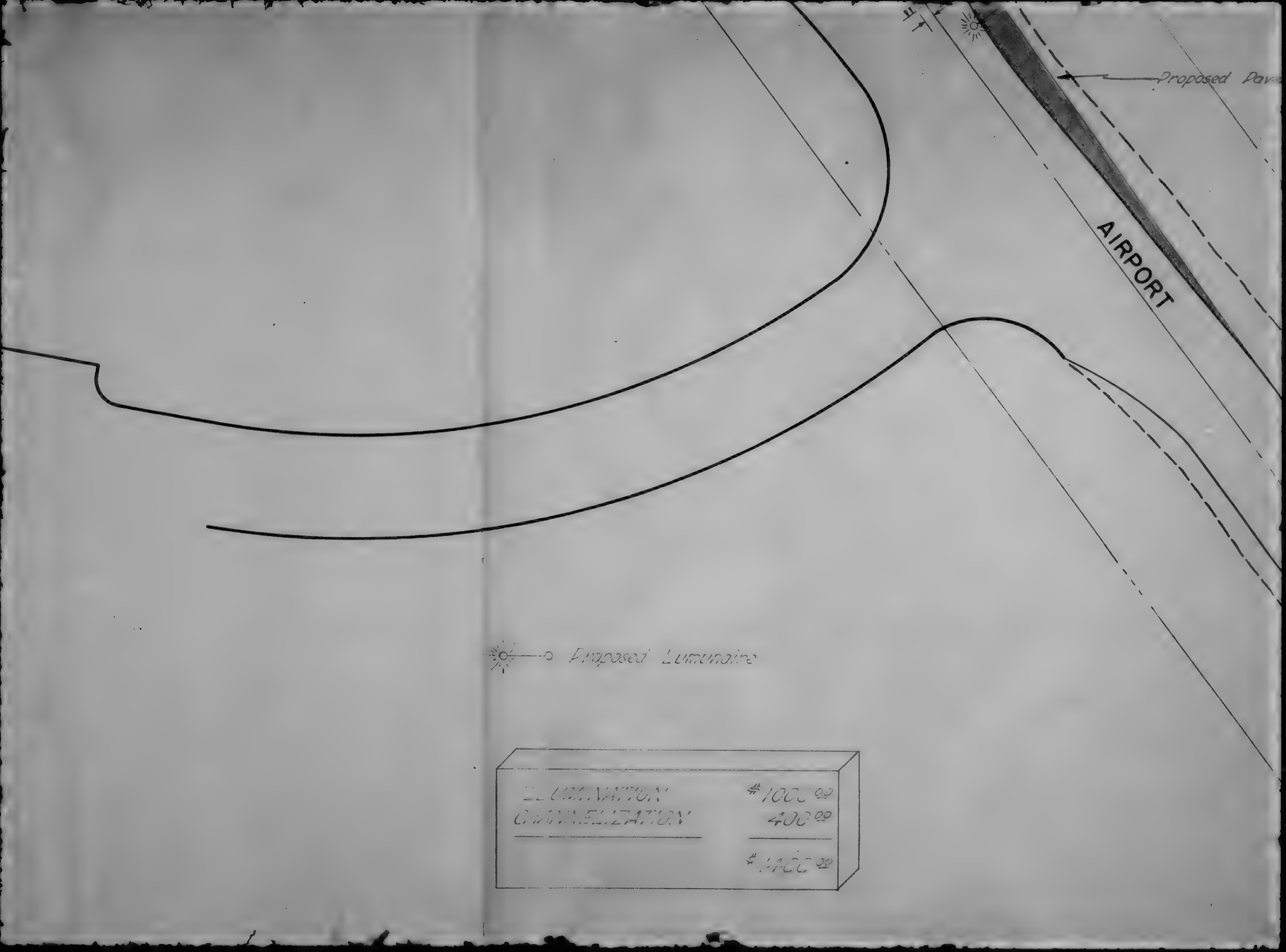
In accord with your instructions, made revisions in proposed treatment of the above-indicated location and transmit herewith one sketch showing the revision.

F. B. Crandall

F. B. Crandall
Traffic Engineer

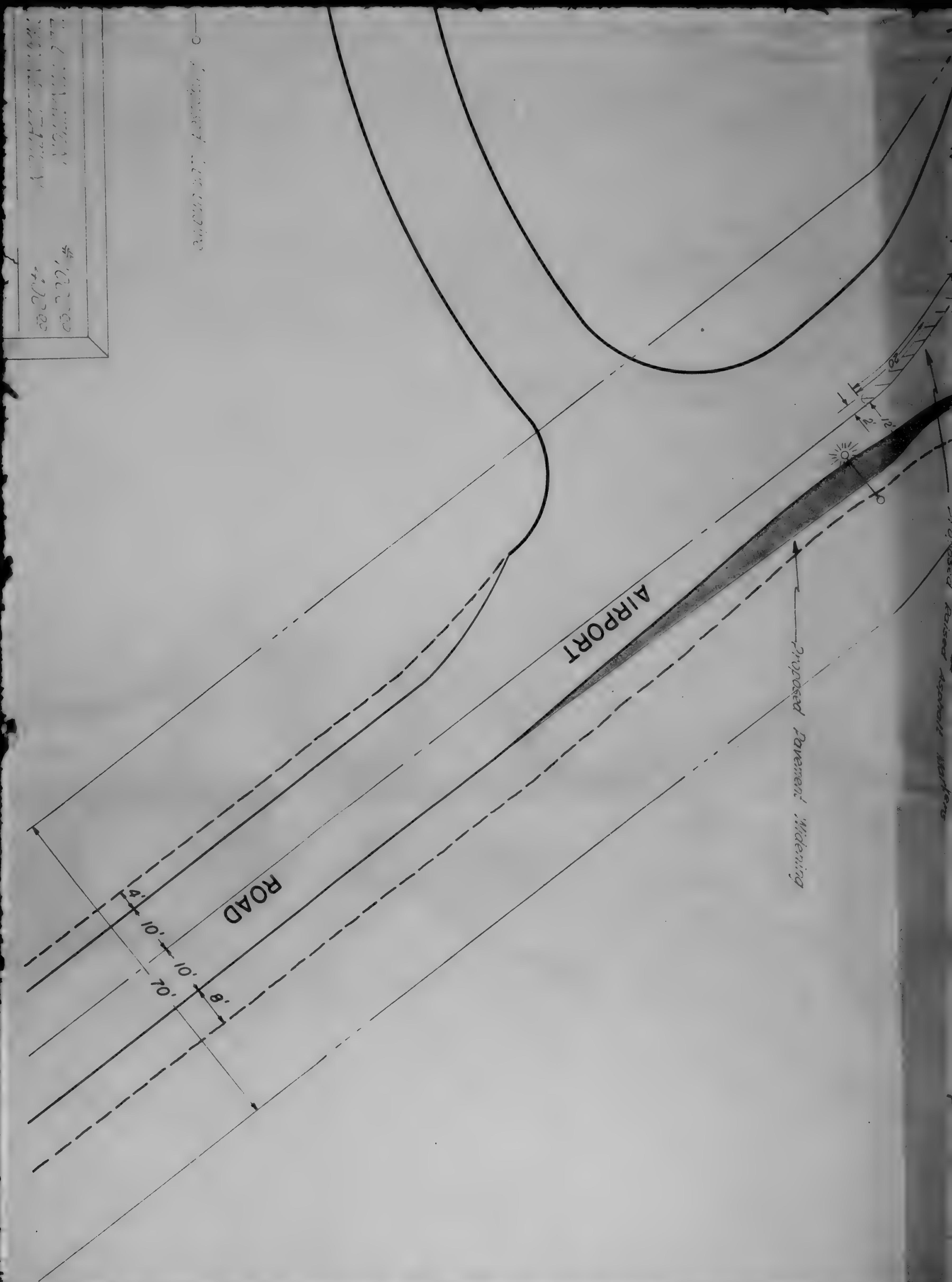
FBC:cp
Attachment

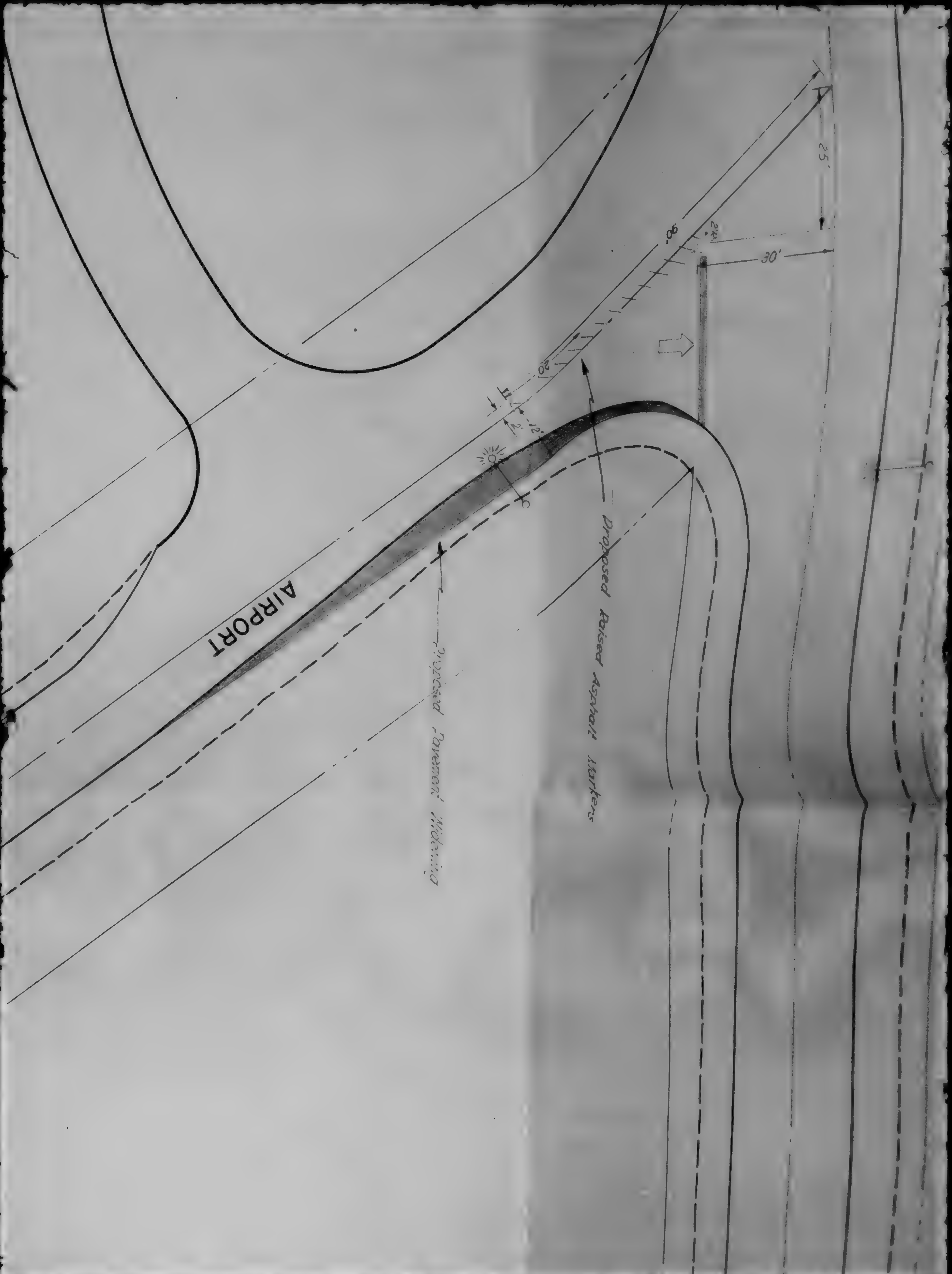
RECEIVED
MAY 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

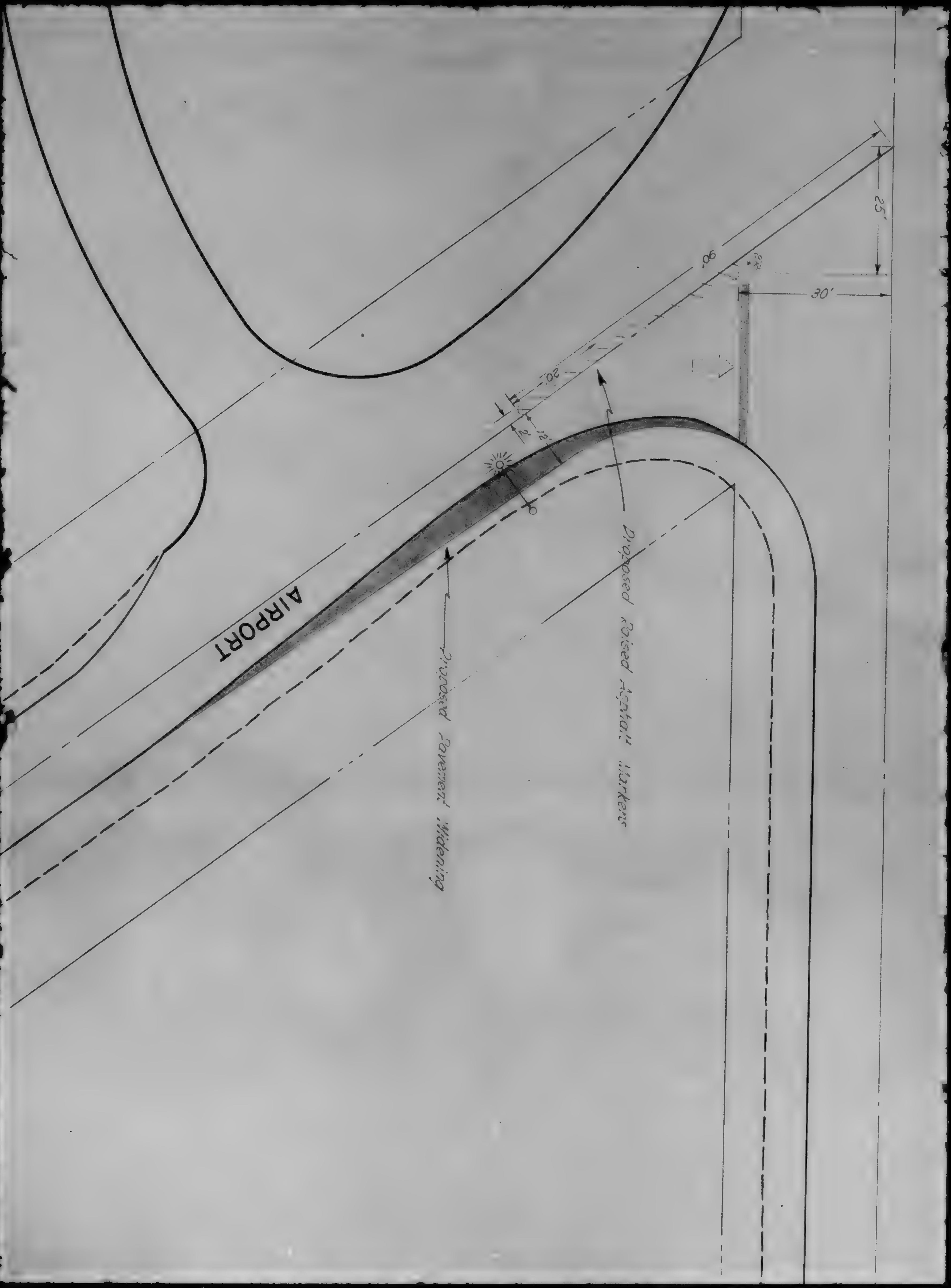


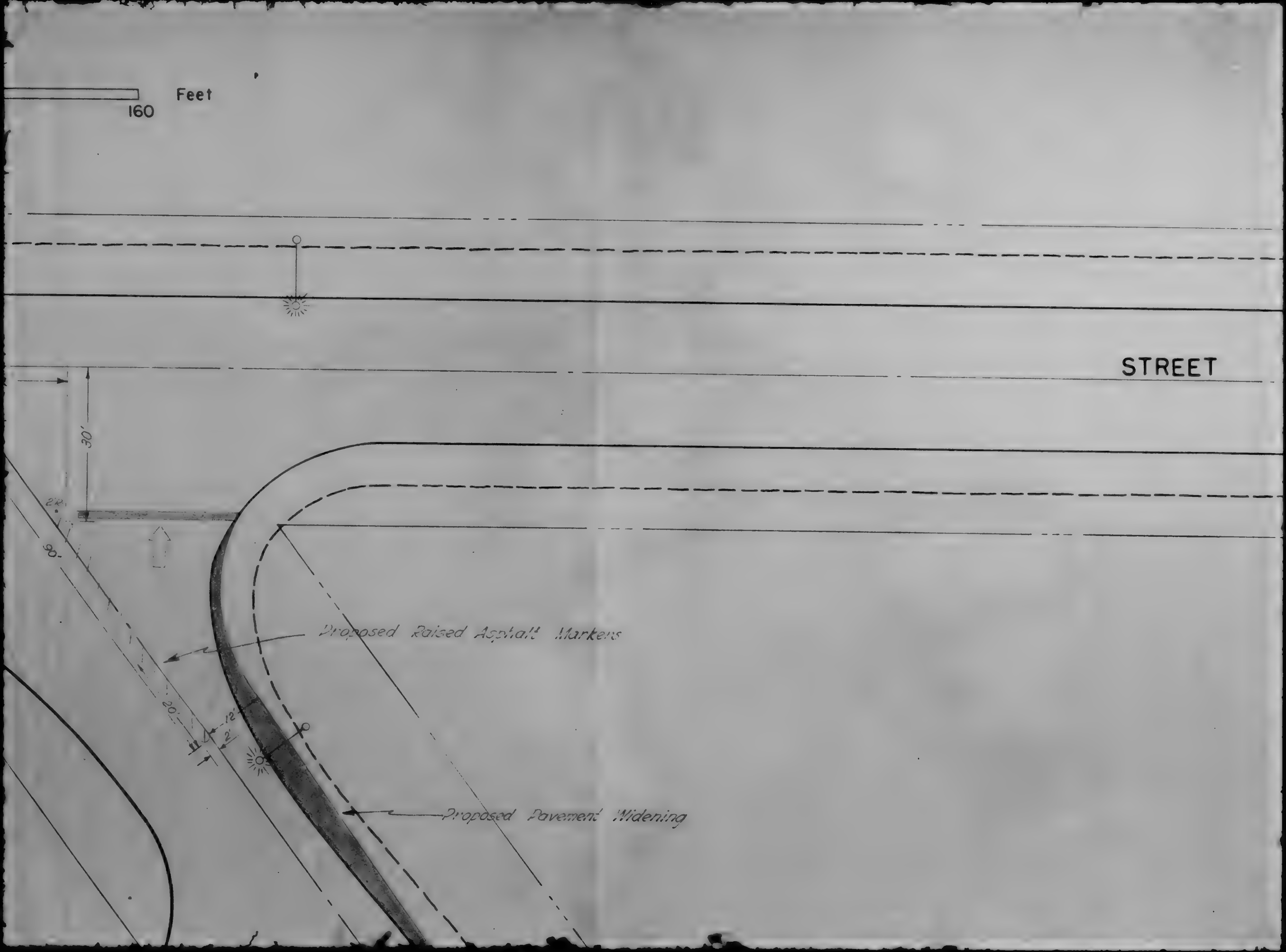
11'
Proposed Pav
AIRPORT
Proposed Luminaire

|  |  |
|---|---|
| ILLUMINATION | $1000.00 |
| CHANNELIZATION | 400.00 |
|  | $1400.00 |


AIRPORT
ROAD
Proposed Pavement Widening
Proposed Raised Asphalt Markers


AIRPORT
Proposed Raised Asphalt Markers
Proposed Pavement Widening
25'
30'
90°
20
12'
2'


AIRPORT
Proposed Pavement Widening
Proposed Raised Asphalt Markers


160
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STREET
30'
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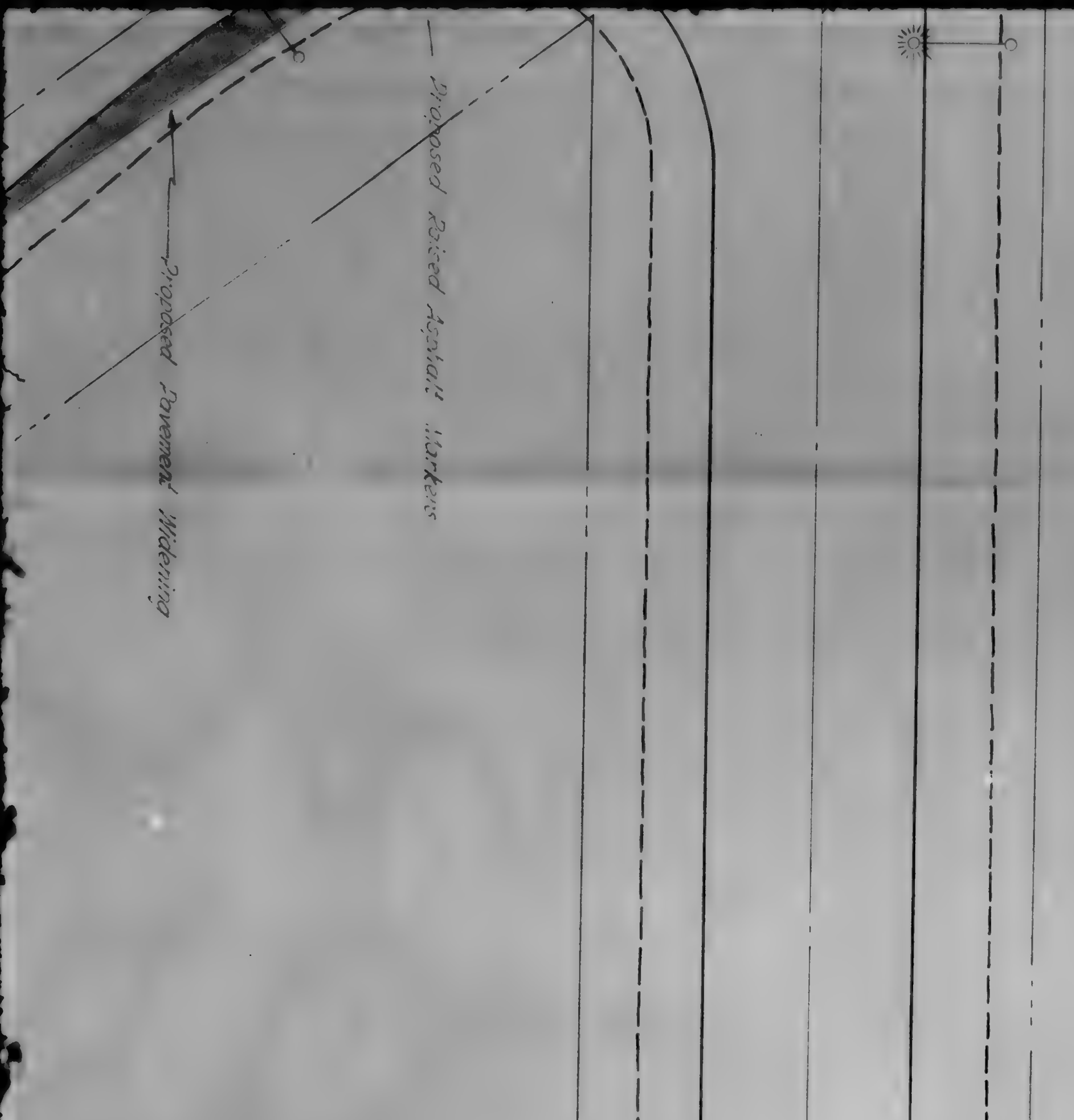
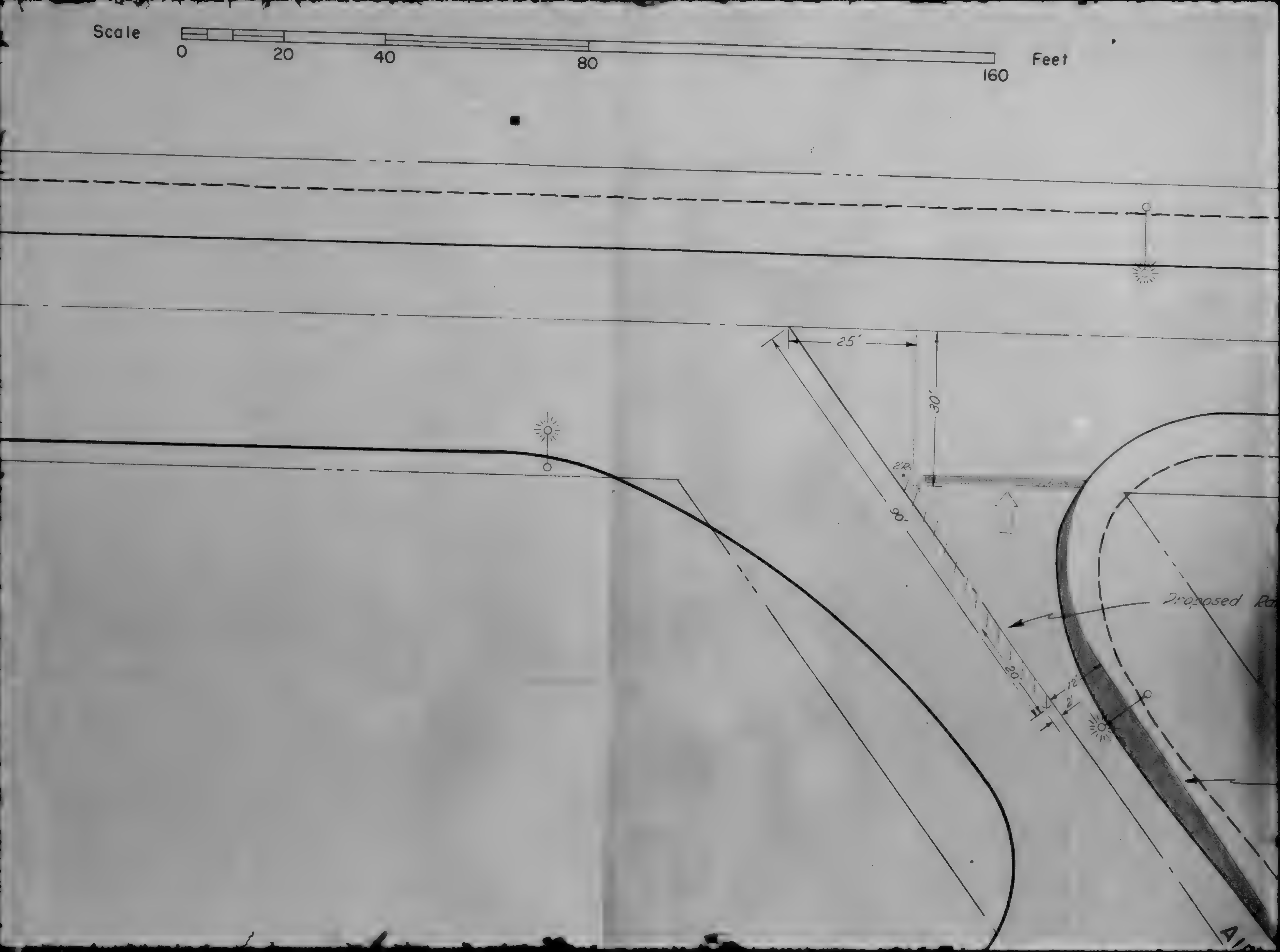
90'
20'
12'
2'
Proposed Raised Asphalt Markers
Proposed Pavement Widening



Proposed Raised Asphalt Markers
Proposed Pavement Widening
STREET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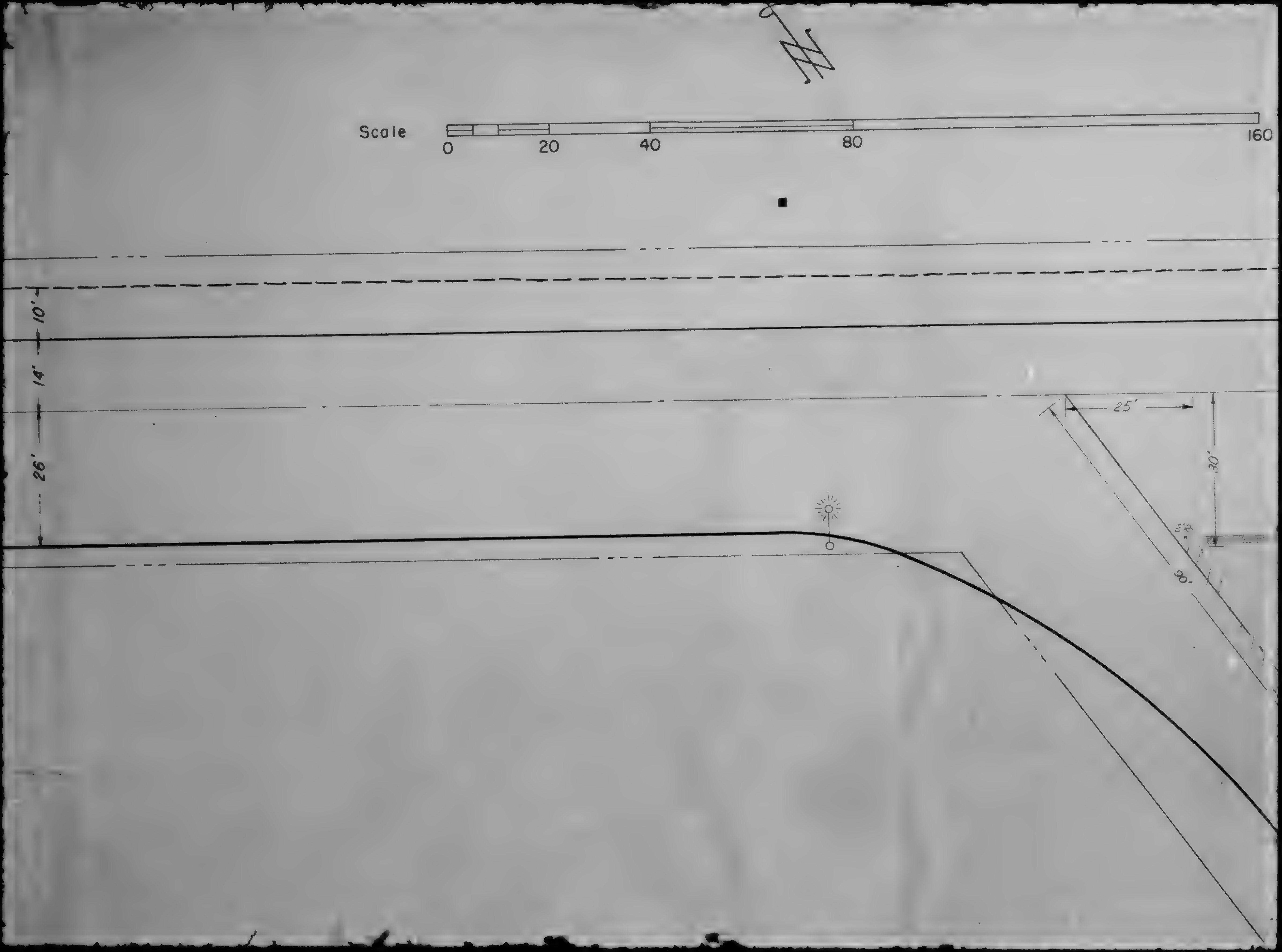
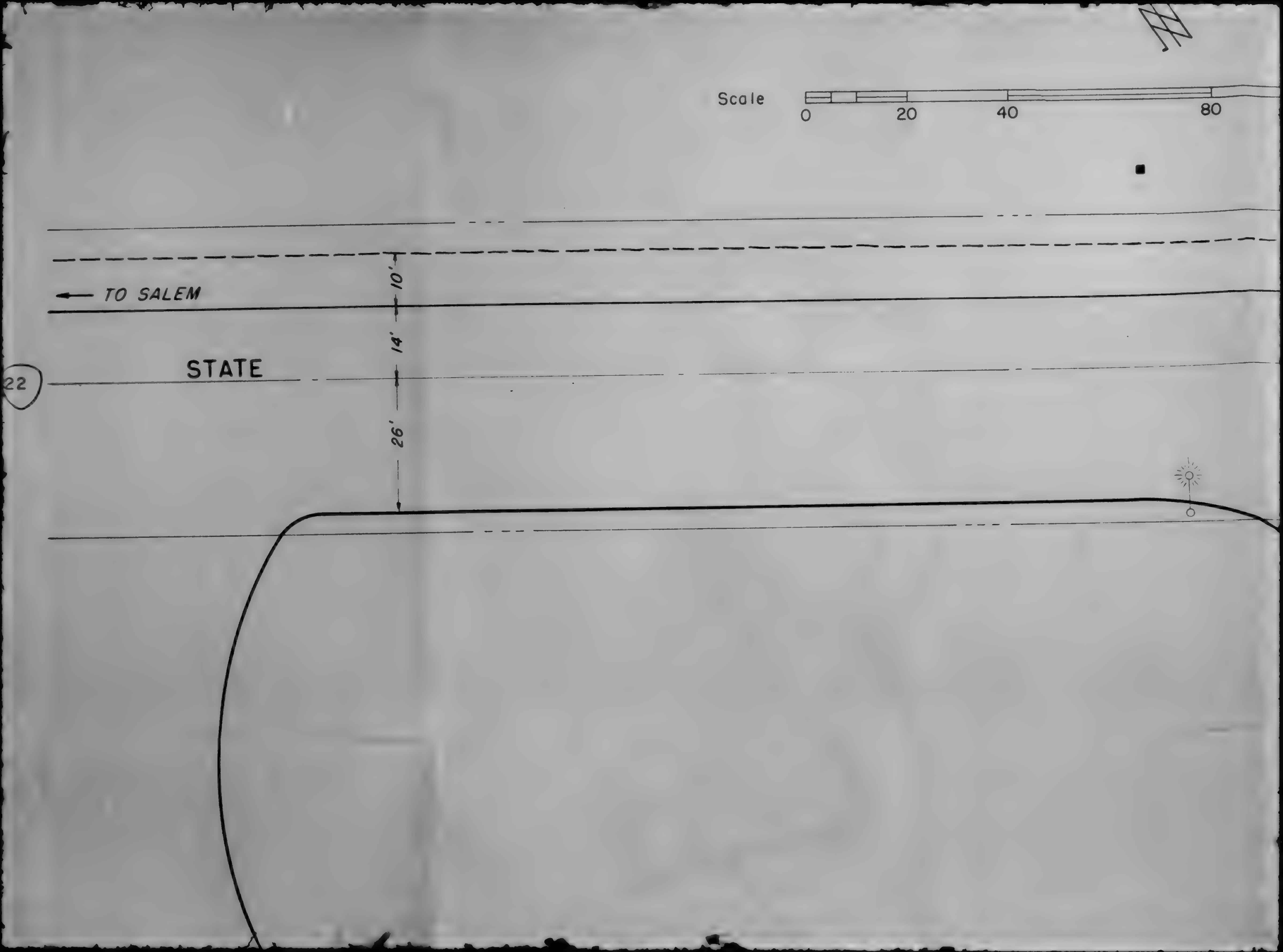
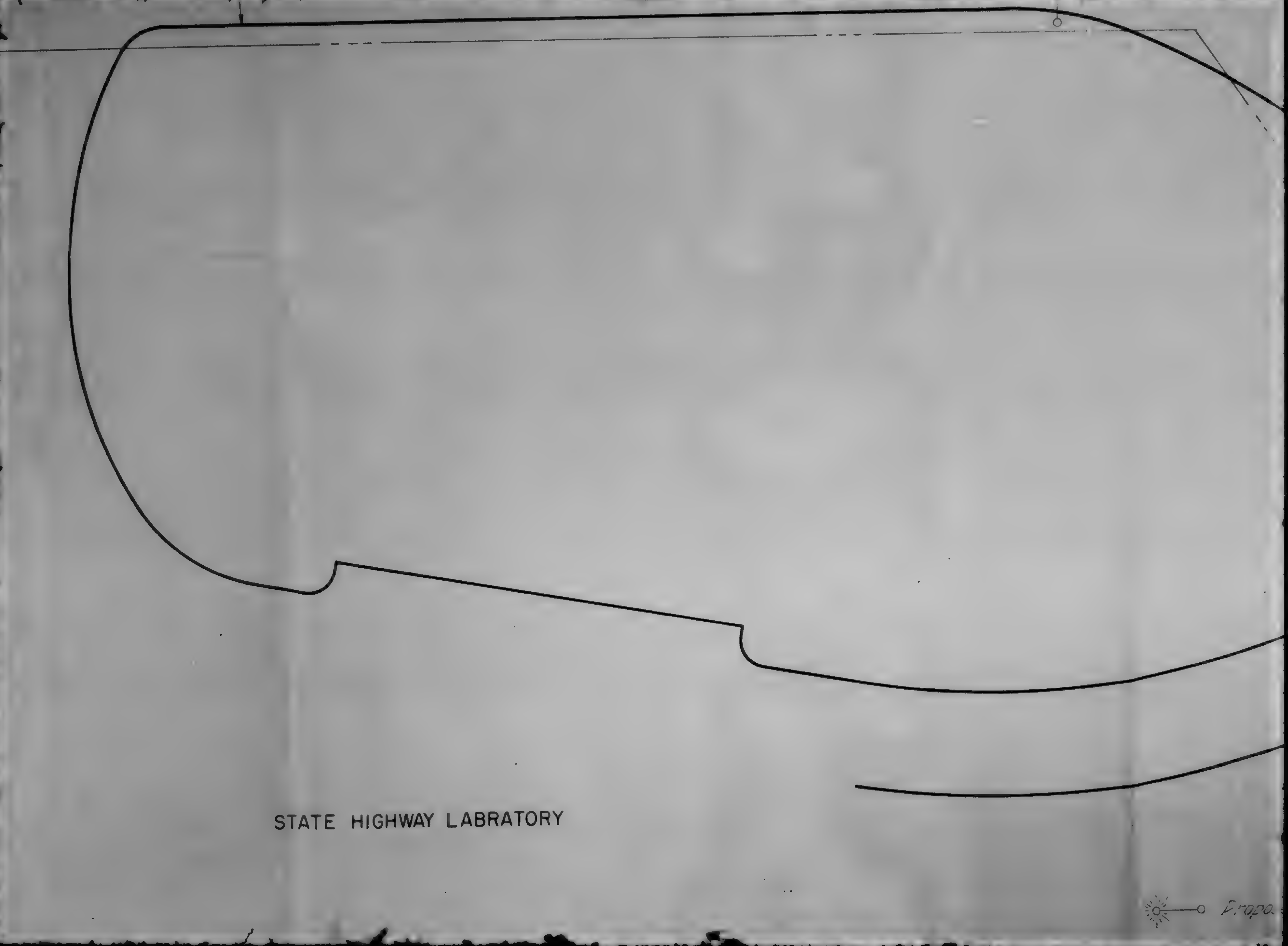
Proposed Ra



Scale


Scale
0
20
40
80
TO SALEM
10'
14'
26'
STATE
22


STATE HIGHWAY LABRATORY
Propo

℄ AIRPORT

FORM E-30X 37½ 3-5[illegible] 73730

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Fred H. Slate and Company and the R. & W. Construction Company covering the installation only of Item 16, on the Salem-Lancaster Drive Contract No. 4079, Oregon S-265 (2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:cf
Encls.
cc to: W. C. Williams
C. G. Polk (2)

Form A-169—5M—9-52

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Salem-Lancaster Drive
Date May 17, 1954
Highway North Santiam
Contract No. 4079
County Marion
Prefix 124-1065
Contractor Fred H. Slate Co. Oreg. Ltd.
F. A. Project No. S-265 (2)
Address 7805 S.W. 40th. Ave. Portland, 19 Oregon
Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:** Excavate for 48" Concrete pipe through the existing Salem By-Pass Roadway (see letter)

**Locations by station numbers:** Approximately Station 283+50

**Names of pay items, estimated quantities and agreed prices:**

Structural Excavation (Price Agreement No. 2)

260 cubic yards at . . . $ 1.50 . . . . $390.00

**Specifications, basis of measurement and other provisions:**

Contract Special Provisions and Standard Specifications .
Existing Rock surfacing material shall be stockpiled free of subgrade material and replaced after culvert backfilling.

### INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $191,694.38 |
| Present estimate of project cost, including $390.00 for work under this order | $191,694.38 |
| Expected under-run over-run (amount) | $ none |
| Expected under-run over-run (per cent) | |

Space to right of this line is for use of Salem Office

Submitted by: Arthur Duffy
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction—Bridge Engineer

Signed: Fred H. Slate Co. Oreg. Ltd.
Contractor

by
Superintendent

Approved:
Deputy State Highway Engineer

State Printing 60746

FORM E-30X 25M 11-50 44702

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Reference is made to proposed Price Agreement No. 2 for excavation for 48" concrete pipe thru the existing Salem By-Pass roadway and for Price Agreement No. 3 for hauling drainage ditch excavation on the Salem-Lancaster Drive Section, North Santiam Highway, Marion County, Contract No. 4079, Contractor: Fred A. Slate Co. Oregon Ltd.

The existing 36" concrete pipe under the Salem By-Pass at station 288+05 was deemed inadequate to handle flow from the old Mill Creek channel and drainage from a private ditch easterly of the culvert site. The Salem-Lancaster Drive Contract calls for 48" concrete pipes in the old Mill Creek channel under the "D" Line connection and the Salem-Lancaster mainline. These conditions required an additional 120 lineal feet of paralleling 36" pipe at the above Salem By-Pass location.

After commencement of the contract the "B" and "D" connections to the Salem By-Pass were revised and the points of connection extended to increase the length of the acceleration lanes on both sides of the overcrossing structure. The extension separates the "B" connection alignment from the By-Pass alignment at the 36" pipe location by approximately 130 feet. This would have required an additional double 36" pipe, 152 lineal feet, under the "B" Line, and when the future By-Pass connection is constructed approximately 75 feet westerly it would also require double 36" concrete pipe

With your approval, it was decided to abandon the 36" pipe location in favor of the following: extend the drainage ditch from the 36" pipe location northerly along the easterly side of the Salem By-Pass roadway 500 feet to approximately station 283+50 and install 96 lineal feet of 48" concrete pipe (matching the above 48" pipes) through the above roadway with approximately 100 feet of outfall ditch on the westerly side to connect with an existing ditch to the old Mill Creek channel.

Price Agreement No. 2 is to establish a structural excavation price for the above 48" pipe. The Contract Special Provisions on page No. 3 specify the following: "at the sites of 48-inch and larger sizes of culvert pipe only such excavations as are made for those portions of the pipe which lie wholly below the elevations established for the flow line thereof shall be classed as "structural excavation", excavation above the flow line will be classed as "general excavation". The Contractor contends the above specification does not apply to the type of excavation required in this case, but agrees to a price of $1.50 per cubic yard instead of his contract price of $4.00 per cubic yard for structural excavation.

Price Agreement No. 3 is to establish a price for hauling the drain ditch excavation to the "B" connection embankment. Sidecasting the material would leave an unsightly berm and block lateral drainage. The material will be used in embankment construction at a cost of $0.18 per cubic yard instead of the contract price for special borrow of $0.32 per cubic yard.

The 48" pipe installation including price agreements No. 2 and No. 3 will reflect a savings of approximately $1,000 over the 36" pipe installation.

Very truly yours,

Arthur Duffy
Resident Engineer

AD:fe

Form CEIVED
Y 10 1954
R FILING

3-265(2)

4079

Salem, Oregon
May 5, 1954

Mr. R. H. Baldock

You will remember that Representative Lee Ohmart brought up a matter during our return trip from Portland the other day having reference to the furnishing of aggregates for the Salem-Lancaster Drive Section of the North Santiam Highway and its connection with the Salem Bypass. I have discussed this matter carefully with the Division Engineer and have arrived at what apparently is the fly in the ointment. I shall give you the facts as they have been determined, and you may pass on to Mr. Ohmart as much as you deem pertinent.

Mr. Arthur B. Woods, who owns the Central Paving Company, took an option from Ohmart on a gravel deposit in the vicinity of the proposed project. He was not low bidder and, therefore, had no use for the exercise of his option unless he could sell the material at profit to the low bidder, Fred H. Slate Company. I am advised that he tried to high pressure Mr. Slate into buying material from the property he had optioned, and Mr. Slate advised him that he intended to use the State designated area, which is the gravel pit acquired from Ed Bishop. There is some P.I. in this material, and we had specified in the specifications that if the material from this pit was used screening and washing would have to be done to produce a satisfactory material. Mr. Slate has perfected a plan whereby he will dig a pond in order to carry on washing operations, and the pond will be constructed in such a manner that there will be no overflow from it into Mill Creek so as to discolor the waters of Mill Creek. We are very certain that by the washing and screening out of the fine materials the product will be entirely satisfactory.

We did make a slight grade change at the crossing of Mill Creek which required some increase in fill material, and this fill material we permitted the contractor to take from State-owned property adjacent thereto. We have not in any manner departed from the specifications, and Mr. Woods' disgruntlement is merely due to the fact that a quick dollar he had hoped to earn has faded away.

W. C. Williams

WCW:me

Form PR 2 (Revised 1950)

1173

State Oregon

Federal Aid Secondary Project No. S-265(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of October, 1953, a program, which was approved on the 10th day of November, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 24th day of November, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred sixty-three thousand and 00/100 dollars ($163,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 113+47.91 at Airport Road in Section 36, T. 7 S., R. 3 W., W.M., and survey station 188+81.37 at Lancaster Drive in Section 31, T. 7 S., R. 2 W., W.M., without exception,

, length 1.427 miles, in Marion County,

being Oregon Federal Aid / Secondary project No. S-265(2), consisting of 1.353 miles of roadway and two bridges, each of more than 20 feet clear span, 0.074 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred sixty-three thousand and 00/100 dollars ($163,000.00), which does not exceed the authorized Federal pro rata share of two hundred sixty-four thousand, one hundred forty-eight and 50/100 dollars ($264,148.50), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorising
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A462

APR 7 1954

Oregon State Highway Department

Federal Aid Secondary Project
No. S-265 (2)

## SALEM-LANCASTER DRIVE SECTION

## OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 6201
Roadway (Sta. 113+47.91 to Sta. 188+81.37) (Contract No. 4072)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing | | $ 7,500.00 |
| 110 cu. yds. | Structural Excavation, Unclassified | $ 4.00 | 440.00 |
| 166,700 cu. yds. | Special Borrow Excavation, Unclassified | 0.32 | 53,344.00 |
| 7,600 cu. yds. | General Excavation, Unclassified | 0.32 | 2,432.00 |
| 3,300 cu. yds. | Excavating and Placing Topsoil | 0.90 | 2,970.00 |
| 1.35 miles | Finishing Roadbed and Slopes | 1,000.00 | 1,350.00 |
| 40 lin. ft. | 12-inch Concrete Pipe | 2.00 | 80.00 |
| 400 lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,400.00 |
| 15 lin. ft. | 36-inch Concrete Pipe | 9.00 | 135.00 |
| 340 lin. ft. | 48-inch Concrete Pipe | 14.00 | 4,760.00 |
| 20 cu. yds. | Concrete Traffic Separators | 45.00 | 900.00 |
| 400 lin. ft. | 1¼" Electrical Conduit | 1.00 | 400.00 |
| 44 only | Concrete Sight posts | 12.00 | 528.00 |
| 80 only | Corrugated Metal Sight posts | 4.00 | 320.00 |
| 5,000 lin. ft. | Metal Guard Rail, Concrete or Metal Posts | (Alternate) | |
| 5,000 lin., ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | 15,000.00 |
| 16,300 cu. yds. | Coarse Material in Base | 0.65 | 10,595.00 |
| 5,500 cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.25 | 12,375.00 |
| 470 M-gal. | Sprinkling | 2.50 | 1,175.00 |
| 330 cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 1,155.00 |
| 54 tons | RC-3 Asphalt in Binder Course | 36.00 | 1,944.00 |
| 6,300 tons | Class "B" Asphaltic Concrete | 5.40 | 34,020.00 |
| 340 cu. yds. | Aggregate in Shoulder Oiling | 4.00 | 1,360.00 |
| 28 tons | 150-200 Asphalt in Shoulder Oiling | 36.00 | 1,008.00 |
| 8 tons | RS-1 Asphalt in Shoulder Oiling | 38.00 | 304.00 |
| 700 lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 700.00 |
| | Subtotal | | $156,195.00 |
| | 10% Engr. & Cont. | | 15,619.50 |
| | Total | | $171,814.50 |

Type Code X221
North Santiam Highway Oiling (Sta. 160+14.74 to Sta. 162+04.74)(Cont. No. 4071)

| | | | |
|---|---|---|---|
| 390 cu. yds. | Structural Excavation | 10.00 | $ 3,900.00 |
| 5 cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |

| | | | |
|---|---|---|---|
| 300 lin. ft. | Furnish Steel Piling | 5.90 | 1,770.00 |
| 8 only | Drive Steel Piles | 100.00 | 800.00 |
| 420 cu. yds. | Class "A" Concrete | 61.00 | 25,620.00 |
| 94,000 lbs. | Metal Reinforcement | 0.11 | 10,340.00 |
| 80 lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 320.00 |
| 320 sq. yds. | Concrete Slab Riprap | 6.00 | 1,920.00 |
| | | | $44,745.00 |

Type Code X021
Mill Creek Bridge (Sta. 146+18 to Sta. 148+18)(Contract No. 4071)

| | | | |
|---|---|---|---|
| 400 cu. yds. | Structural Excavation | $10.00 | $ 4,000.00 |
| 5 cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 390 cu. yds. | Class "A" Concrete | 61.00 | 23,790.00 |
| 103,000 lbs. | Metal Reinforcement | 0.11 | 11,330.00 |
| | | | $39,195.00 |
| | Subtotal | | $83,940.00 |
| | 10% Engr. & Cont. | | 8,394.00 |
| | | Total | 92,334.00 |

| | |
|---|---|
| Length of Roadway | 1.353 Miles |
| Length of 2 Structures | 0.074 mile |
| Total Length | 1.427 miles |
| Cost of Roadway per mile | $126,987.80 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $171,814.50 | $106,023.00 | $65,791.50 |
| Structures | 92,334.00 | 56,977.00 | 35,357.00 |
| | 264,148.50 | 163,000.00 | 101,148.50 |

Oregon State Highway Department

Federal Aid Secondary
Project No. S-265 (2)

## SALEM-LANCASTER DRIVE SECTION
## OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 6201
Roadway (Sta. 113+47.91 to Sta. 188+81.37)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 1,000.00 |
| 110 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 330.00 |
| 166,700 | cu. yds. | Special Borrow Excavation, Unclassified | 0.45 | 75,015.00 |
| 7,600 | cu. yds. | General Excavation, Unclassified | 0.45 | 3,420.00 |
| 3,300 | cu. yds. | Excavating and Placing Topsoil | 1.00 | 3,300.00 |
| 1.35 | miles | Finishing Roadbed and Slopes | 600.00 | 810.00 |
| 40 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 80.00 |
| 400 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 1,400.00 |
| 15 | lin. ft. | 36-inch Concrete Pipe | 10.00 | 150.00 |
| 340 | lin. ft. | 48-inch Concrete Pipe | 16.00 | 5,440.00 |
| 20 | cu. yd. | Concrete Traffic Separators | 45.00 | 900.00 |
| 400 | lin. ft. | 1¼-inch Electrical Conduit | 1.00 | 400.00 |
| 44 | only | Concrete Sight Posts | 10.00 | 440.00 |
| 80 | only | Corrugated Metal Sight Posts | 3.00 | 240.00 |
| 5,000 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 15,000.00 |
| 5,000 | lin. ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 16,300 | cu. yds. | Coarse Material in Base | 1.25 | 20,375.00 |
| 5,500 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.75 | 15,125.00 |
| 470 | M-gal. | Sprinkling | 2.50 | 1,175.00 |
| 330 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.75 | 1,237.50 |
| 54 | tons | RC-3 Asphalt in Binder Course | 40.00 | 2,160.00 |
| 6,300 | tons | Class "B" Asphaltic Concrete | 6.00 | 37,800.00 |
| 340 | cu. yds. | Aggregate in Shoulder Oiling | 4.00 | 1,360.00 |
| 28 | tons | 150-200 Asphalt in Shoulder Oiling | 40.00 | 1,120.00 |
| 8 | tons | RS-1 Asphalt in Shoulder Oiling | 42.00 | 336.00 |
| 700 | lin. ft. | 2½-inch Asphaltic Concrete Traffic Markers | 1.00 | 700.00 |
| | | | Subtotal | $189,313.50 |
| | | | 10% Engr. & Cont. | 18,931.35 |
| | | | Total | $208,244.85 |

**Type Code X281**
**North Santiam Highway Overcrossing (Sta. 160+14.74 to Sta. 162+04.74)**

| | | | | |
|---|---|---|---|---|
| 390 | cu. yds. | Structural Excavation | $ 8.00 | $ 3,120.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 50.00 |
| 300 | lin. ft. | Furnish Steel Piling | 6.00 | 1,800.00 |
| 8 | only | Drive Steel Piles | 75.00 | 600.00 |
| 420 | cu. yds. | Class "A" Concrete | 75.00 | 31,500.00 |
| 94,000 | lbs. | Metal Reinforcement | 0.11 | 10,340.00 |
| 80 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 320.00 |
| 320 | sq. yds. | Concrete Slab Riprap | 6.00 | 1,920.00 |
| | | | | $ 49,650.00 |

**Type Code X021**
**Mill Creek Bridge (Sta. 146+18 to Sta. 148+18)**

| | | | | |
|---|---|---|---|---|
| 400 | cu. yds. | Structural Excavation | $ 12.00 | $ 4,800.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 390 | cu. yds. | Class "A" Concrete | 72.00 | 28,080.00 |
| 103,000 | lbs. | Metal Reinforcement | 0.11 | 11,330.00 |
| | | | | $ 44,285.00 |
| | | | Subtotal | $ 93,935.00 |
| | | | 10% Engr. & Cont. | 9,393.50 |
| | | | Total | $103,328.50 |

| | |
|---|---|
| Length of Roadway | 1.353 Miles |
| Length of 2 Structures | 0.074 Mile |
| Total Length | 1.427 Miles |
| Cost of Roadway per Mile | $153,913.41 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $208,244.85 | $124,316.00 | $ 83,928.85 |
| Structures | 103,328.50 | 61,684.00 | 41,644.50 |
| | $311,573.35 | $186,000.00 | $125,573.35 |

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MAR 31 1954
FOR FILING

S-265(2)

4079

March 30, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 29, 1954 on Contract No. 4079, Salem-Lancaster Drive Section, in Marion County, in connection with Federal Aid Project No. S-265 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DGP:gm

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MAR 8 1954
FORM E-20 25M 9-51 82316
FOR FILING

4079

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1954
SUBJECT:

To:

Mr. J. D. Walker
Division Engineer
OFFICE

NOT
W. C. WILLIAMS

Dear Sir:

The subcontract between Fred H. Slate Co. Oreg. Ltd., and Warren Northwest Inc., covering Items 12,13, 18, and 20 to 26, inclusive, on the Salem-Lancaster Drive Contract No. 4079, Oregon S-265(2), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

Encl.

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FOR FILING

5 26 I (2)

4079

March 2, 1954

Fred H. Slate Co., Oreg.Ltd.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4079, which was awarded to you on January 22, 1954 by the State Highway Commission, for grading and paving on the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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MAR 19 1954
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4079

AGENDA
FEB 24 1954

30-4

January 22, 1954

Fred H. Slate Co. Oreg. Ltd.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your proposal for grading and paving the Salem-Lancaster Drive Section of the North Santiam Highway east of Salem in Marion County for the sum of $159,395.00 using wood posts and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and concurrance was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformith with the Commission's authorization. This project has been assigned Contract No. 4079.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

chr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
Goldie Lewis

E.R

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

January 22, 1954

Fred H. Slate Co. Oreg. Ltd.
7805 S. W. 40th Avenue
Portland 19, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving Salem-Lancaster Drive Section of North Santiam Highway in Marion County for which you submitted low bid on December 11, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

CGPolk
C. G. POLK
District Engineer

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S-265(2)

4079

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-265 (2), Salem-Lancaster Drive Section of the North Santiam Highway, we hereby concur as of this date in award of Contract No. 4079 to Fred H. Slate Co., Oregon Ltd. of Portland, Oregon, low bidder in the amount of $159,395.00 at the December 11, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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Fed. Aid.
[illegible] Proj.

S-265(2)

January 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Salem-Lancaster Drive Section of the North Santiam Highway in Marion County, Project S-265 (2), to Fred H. Slate Co., Oreg. Ltd., of Portland, Oregon, on the basis of the bid of $159,395 submitted on December 11, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

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[illegible]

December 14, 1953

Fred H. Slate Company Oreg. Ltd.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on December 11, 1953 accepted your bid in the amount of $159,395.00 for grading and paving 1.35 miles on the Salem-Lancaster Drive Section of the North Santiam Highway east of Salem in Marion County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMM

EHR

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

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FOR FILING

OREGON DISTRICT
Asst
Fed aid
Prog + [illegible]

S-265(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

November 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-265(2), Salem-Lancaster Drive Section of the North Santiam Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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1953
OREGON
STATE HIGHWAY COMMISSION

## OREGON STATE HIGHWAY DEPARTMENT
## CONSTRUCTION DIVISION

### Soils Section
### Subbase & Base Design

**Section:** Salem-Lancaster Drive

**Highway:** North Santiam

**County:** Marion

**Prefix:**

**Res. Eng'r.:** V. D. Wolfe

**Length of Project:** 1.427 Miles

**Stations:** 113+47.91-188+81.37

The recommended total thickness of base course plus an A.C. wearing surface is 13½" over an eight inch layer of selected subgrade material.

Submitted by ~~Ass't.~~ ~~Construction~~ Engineer
Soils

Recommended by Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by ~~Ass't.~~ State Highway Engineer
Deputy

cc
Deputy
~~Ass't.~~ State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

12/8/53

| Location | | | Soil Characteristics | | | | Required Thickness |
|---|---|---|---|---|---|---|---|
| Station | Depth | % Pass 200 | LL | PI | R Value | % Silt | Traffic Heavy |
| 120 | 0 - 1' | 38.9 | 48 | 18 | 52 | 16.5 | 9½" |
| | 1 - 3' | 21.9 | 44 | 14 | 50 | 10.0 | 9½" |
| 130 | 0 - 3' | 40.9 | 39 | 10 | 33 | 18.2 | 14 " |
| 137 | 0 -1½' | 85.1 | 49 | 16 | 41 | 33.1 | 13 " |
| | 1½'-3' | 80.2 | 49 | 21 | 23 | 39.3 | 20 " |
| 141 | 0 - 2' | 85.2 | 37 | 11 | 13 | 42.8 | 23½" |
| | 2 - 3' | 71.0 | 39 | 14 | 43 | 31.8 | 13 " |

1-8310 Black Br.-Carson Rock Prod. 1954
Proj. on 4 state Hwys.
#4080

1-8310 Black Br.-Carson Rock Prod. 1954
Proj. on 4 state Hwys.
#4080

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MAR 7 1955

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Black Bridge-Carson Section

1-8310 Contract #4080

March 2nd, 1955

FINAL COST ANALYSIS

Baker-Homestead, Halfway, Halfway-Cornucopia and Pine Creek Highways
Prefix 1-8310

Rock Production
N. A. Toole, Contractor
Kevin Laughlin, Resident Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1¼"-3/4" Cr. Rock in Stockpile | 897.7 | Cu. Yd. | $3.00 | $2.51 | $ 2,253.33 | $ 2,693.10 |
| *3/4"-½" Cr. Rock in Stockpile | 4,368.4 | " " | 3.10 | 2.47 | 10,778.55 | 13,542.04 |
| *½"-¼" Cr. Rock in Stockpile | 4,957.6 | " " | 3.10 | 2.48 | 12,318.19 | 15,058.56 |
| ¼"-#10 Cr. Rock in Stockpile | 1,922.3 | " " | 3.10 | 2.51 | 4,824.20 | 5,959.13 |
| S.P. Haul Adjustment, Favor of State | 10,207.1 | Yd. Mi. | .10 | | | - 1,020.71 |
| | | | | | $30,174.27 | $36,232.12 |

| | |
|---|---|
| Gross Revenue | $36,232.12 |
| Total Cost | 30,174.27 |
| Net Profit | $ 6,057.85 |

NOTED
State Highway Engineer

Net Profit Equals 16.72% of Gross Revenue

3/4"-½"

*N. A. Toole 4,011.3 Cu. Yd. at $2.51 = $10,064.35
Newport Construction Co. 357.1 " " " 2.00 = 714.20
4,368.4 Cu. Yd. $10,778.55 = $2.47 Av. Cost per Cubic Yard

½"-¼"

*N. A. Toole 4,721.0 Cu. Yd. at $2.51 = $11,844.99
Newport Construction Co. 236.6 " " " 2.00 = 473.20
4,957.6 Cu. Yd. $12,318.19 = $2.48 Av. Cost per Cubic Yard

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MAR 7 1955
FOR FILING

Black Bridge-Carson Section
1-831 Contract #4080

March 2nd, 1955

FINAL COST ANALYSIS

Baker-Homestead, Halfway, Halfway-Cornucopia and Pine Creek Highways
Prefix 1-8310

Rock Production
N. A. Toole, Contractor
Kevin Laughlin, Resident Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1¼"-3/4" Cr. Rock in Stockpile | 897.7 | Cu. Yd. | $3.00 | $2.51 | $ 2,253.33 | $ 2,693.10 |
| *3/4"-½" Cr. Rock in Stockpile | 4,368.4 | " " | 3.10 | 2.47 | 10,778.55 | 13,542.04 |
| *½"-¼" Cr. Rock in Stockpile | 4,957.6 | " " | 3.10 | 2.48 | 12,318.19 | 15,058.56 |
| ¼"-#10 Cr. Rock in Stockpile | 1,922.3 | " " | 3.10 | 2.51 | 4,824.20 | 5,959.13 |
| S.P. Haul Adjustment, Favor of State | 10,207.1 | Yd. Mi. | .10 | | ________ | - 1,020.71 |
| | | | | | $30,174.27 | $36,232.12 |

| | |
|---|---|
| Gross Revenue | $36,232.12 |
| Total Cost | 30,174.27 |
| Net Profit | $ 6,057.85 |

NOTED
State Highway Engineer

Net Profit Equals 16.72% of Gross Revenue

3/4"-½"

*N. A. Toole 4,011.3 Cu. Yd. at $2.51 = $10,064.35
Newport Construction Co. 357.1 " " " 2.00 = 714.20
4,368.4 Cu. Yd. $10,778.55 = $2.47 Av. Cost per Cubic Yard

½"-¼"

*N. A. Toole 4,721.0 Cu. Yd. at $2.51 = $11,844.99
Newport Construction Co. 236.6 " " " 2.00 = 473.20
4,957.6 Cu. Yd. $12,318.19 = $2.48 Av. Cost per Cubic Yard

## Breakdown of Crushing Cost

| Item | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Move In & Set Up | 11,552.3 | Cu. Yd. | $ 2,277.49 | $0.197 |
| Drill & Shoot | " | " " | 4,642.97 | 0.402 |
| Feed Crusher | " | " " | 4,057.94 | 0.351 |
| Crushing | " | " " | 11,220.59 | 0.971 |
| Haul to Stockpile | " | " " | 5,935.23 | 0.514 |
| Stockpile | " | " " | 852.65 | 0.074 |
| | | | | $2.51 |
| Newport Construction Co. | 593.7 | Cu. Yd. | 1,187.40 | |
| | | | $30,174.27 | |

# Detail of Cost

| | | |
|---|---|---|
| Labor: | | |
| Supervision | $1,994.33 | |
| Labor | 8,873.12 | |
| Labor Insurance | 612.45 | |
| | | $11,479.90 |
| Equipment Rental & Misc. Supplies: | | |
| Equipment Rental (Owned) | $5,127.12 | |
| " " (Hired) | 5,181.24 | |
| Gas, Oil & Grease | 3,460.50 | |
| P.L. & P.D. Insurance | 110.91 | |
| P.U.C. | 304.65 | |
| Explosives | 1,689.16 | |
| Bond | 271.74 | |
| Small Tools & Misc. Supplies | 102.50 | |
| Home Office & General Overhead | 724.65 | |
| Freight & Cartage | 534.50 | |
| Purchase Order (Newport Construction Co.) | 1,187.40 | |
| | | 18,694.37 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . | | $30,174.27 |

Remarks:

This was a "State Project" for crushing and stockpiling 12,146 cu. yds. of crushed rock for maintenance. The contract was bid and awarded January 21st, 1954. Work started February 6th, 1954, and was completed May 14th, 1954.

The contractor used the rock quarry designated by the State located 0.1 mile northerly from the Halfway Highway at M.P. 3.84. The drilling and shooting of the quarry was done by two men using one wagon drill and compressor.

The contractor started moving in his three-crusher, semi-portable crushing plant and set up and started crushing March 10th. Only one 9-hour shift was worked per day. The crushing plant, though having some screening trouble due to too much undersize, ran very efficiently with no breakdowns but did lose some time due to inclement weather. From this quarry a total of 11,552.3 cu. yds. was produced. Due to the long haul to Stockpile "A" located at M.P. 36.07 on the Baker-Homestead Highway, 593.7 cu. yds. of crushed gravel was purchased from the Newport Construction Co. at $2.00 per cu. yd.

This was a good quarry, the rock breaking small, resulting in good production. The 11,552.3 cu. yds. were produced in 213 hours crushing time for an average of 54.2 cu. yds. per hour.

With good production and bid prices, the contractor realized a very good profit.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

1-7219

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 14, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4080 | 3-final | N. A. TOOLE CONSTR. CO | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 18691 | R-103817 | $ 2,001.62 | 9/9/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Aug. 15, 1954

Time Extensions: None

Completion Date: May 14, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 9-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: SEP 15 1954
aaw

9-15-54

RECEIVED
SEP 3 - 1954
FOR FILING

1-8316

4080

September 3, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4080 for rock production on the Black Bridge-Carson Section of four Highways in Baker County was completed by the contractor, N. A. Toole Construction Co., on May 14 and was formally accepted by the Highway Commission on June 23, 1954.

Revised final payment in the amount of $2,001.62 will be released to the contractor on or after September 13, 1954. The total contract amount is $36,232.12 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This revised notice is sent to you that you may be advised of the change in the amount of final payment and also of the date the contract was accepted by the Commission. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-3-54 S

RECEIVED
JUN 16 1954
FOR FILING

1-8310

4080

June 15, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4080 for rock production on the Black Bridge-Carson Section of the Baker-Homestead, Halfway, Halfway-Cornucopia and Pine Creek Highways in Baker County was completed by the contractor, N. A. Toole Construction Co., on May 14, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,031.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $35,261.71 and no force account w work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
6-15-54

Form E-1—10M—7-50

"FINAL"

1-2310

OREGON STATE HIGHWAY COMMISSION

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1954, 19

Section Black Bridge- Carson

Kind of work Rock Production

Highway 4 state Highways

Section prefix 1-8310

Contractor N.A.Toole Construction Co.

Contract number 4080

Date of contract Jan. 21, 1954, 19

Date of completion Aug. 30, 1954, 19

Date work started Feb. 6, 1954, 19

Estimated date of completion May 14, 1954, 19

Amount of contract . . . . . . . . . . $ 37,181.10

Per cent of time elapsed 54.4 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . . . $ 37,181.10

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . . . 100 %

Engineering cost to date $ 1770, 62 %

Date project was completed May 14, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished crushing and shaping the Stock Piles today( Friday)

Welsh checking tolerance limits.

NOTED
FORREST COOPER

RECEIVED
MAY 1[illegible] 1954
OFFICE OF
CONST[illegible]

Signed Kenn Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 12,000 | | |
| Estimated quantities moved or placed to date | | | 12,000 | | |
| Average daily quantities | | | 40 | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 3 | | |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants 1

Compressors ............, Bulldozers 1, Sheep-foot rollers ............, Trucks 3, . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

State Printing Dept. 41608

RECEIVED
MAR 3 1954
FOR FILING

1-8210

4

March 2, 1954

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4080, which was awarded to you on January 21, 1954 by the State Highway Commission, for rock production on the Black Bridge-Carson Section of the Baker-Homestead, Halfway, Halfway-Cornucopia and Pine Creek Highways in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
FOR FILING

1-8210

4080

January 25, 1954

N. A. Toole Construction Co.
1211 S. W. 3rd. Ave.
Ontario, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4080 for rock production project on the Black Bridge-Carson Section of the Baker-Homestead, Halfway, Halfway-Cornucopia and Pine Creek Highways in Baker County. This award was based on your bid of $35,280, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure -1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

1-8311 Indian Cr.-Salisbury Rock Prod. 1954
Proj. on the Baker-Unity Hwy.
#4081

RECEIVED
FOR FILING
1-8311
4081

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 23, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4081 | 4-Final | H. J. & H. W. Miller | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 26301 | B-111460 | $ 716.35 | 12/23/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified Completion Date: July 31, 1954

Time Extensions: to Sept. 15, 1954

Completion Date: Sept. 9, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-23-54.

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
12-24-54

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 2 - 1954
FOR FILING

1-834
4081

December 2, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4081 for rock production on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County was completed by the contractor, E.J. & H. W. Miller, assigned to The First National Bank of Baker, on September 9 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $716.35 will be released to the contractor on or after December 13, 1954. The total contract amount is $23,194.63 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
12-2-54, gl

RECEIVED
OCT 5 - 1954
FOR FILING

[illegible]

[illegible]

October 4, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to H.J. & H.W. Miller, assigned to First National Bank of Baker, in connection with contract No. 4081, for rock production on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County.

This payment, in the amount of $3,505.95, will be released to the contractor on or after October 14, 1954. The retained percentage is $695.20.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-4-54

Form E-1—10M—7-50

1-8311

OREGON STATE HIGHWAY COMMISSION FINAL

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 13, 1954, 19

Section Indian Creek- Salisbury

Kind of work Rock Production

Highway Baker- Unity

Section prefix 1-8311

Contractor H.J.& H.W.Miller

Contract number 4081

Date of contract January 21, 1954, 19

Date of completion July 31, 1954, 19

Date work started May 31, 1954, 19

Estimated date of completion Sept. 9, 1954, 19

Amount of contract . . . . . . . . . $ 23,261.70

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . $ 23,622.83

Per cent of contract completed, based on total contract price . . . . . . . . . . . 100 %

Estm. Engr. Cost 1300 73

Engineering cost to date $ 1207, 67.7 %

Date project was completed Sept. 9, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi- final estimate was completed and ~~mailed~~ sent to La Grande on Monday.

NOTED

B. A.

RECEIVED
1954

Signed K. Laughlin

Address Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  | 9550.9 |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................................. County, ........%; .................................. County, ........%; .................................. County, ........%; .................................. County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . .................

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Fair. |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

RECEIVED
AUG 19 1954
FOR FILING

[illegible]
[illegible]

August 18, 1954

H. J. & R. [illegible] Miller
218 Bridge St.
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 31 to September 15, 1954 within which to complete your contract No. 4681, for rock production on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. F. Parson.
Division Engineer

Kevin Laughlin,
Resident Engineer

[illegible]. C. Smith,
Construction Engineer

p

RECEIVED
FOR FILING

July 30, 1934

Request for extension of time
No. 12
August 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. J. and H. W. Miller for an extension of time on the Indian Creek-Salisbury Rock Production Project, Contract No. 4[illegible]41, from July 31, 1934 to September 15, 1934.

The contractor purchased a new crusher for this project, but due to its being delivered to the wrong destination he was unable to start production as soon as anticipated. He has produced enough materials to satisfy the 1934 oiling requirements, and the overrun of time for the production of the balance of materials will not inconvenience the State. I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:js    me

Enclosure

cc Mr. H. G. Smith

RECEIVED
JUN 1 1954
FOR FILING

[illegible]

[illegible]

June 18, 1954

H. J. and H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Gentlemen:

This is a belated acknowledgment of your letter of June 9, 1954 transmitting two executed copies of your assignment to the First National Bank of Baker, Oregon, of all monies now due or which may hereafter become due you in connection with State Highway Contract No. 4081 for rock production on Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County.

The assignment appears to be in proper form and has been consented to by the Glens Falls Indemnity Company, surety on your bond. In view thereof, we will honor it, and we are today instructing our Auditor accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: The First National Bank of Baker
Baker, Oregon

Attention: Mr. John B. Rogers, President

C. H. Maison (2)
F. Query

Mr. Maison:
Attached for your information and delivery to the office of the Secretary of State is an executed carbon copy of the assignment referred to in the above letter. I have retained the original of the assignment for the Highway Commission's records and files.

HBG

(over)

June 11, 1954

Glens Falls Indemnity Company
803 Title & Trust Building
Portland 4, Oregon

Attention: Mr. Allyn R. Hunter

Gentlemen:

Attached is a copy of an assignment of claim made by H. J. and H. W. Miller to the First National Bank of Baker.

To confirm our phone conversation of a few days ago concerning this assignment, would you please send us a letter showing consent of the surety so that our records may be complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

H. J. AND H. W. MILLER
1230 Dewey Avenue
Baker, Oregon

June 9th, 1954

Mr. H. B. Glaisyer, Secretary
Oregon Station Highway Commission
Salem, Oregon

Dear Sir:-

Enclosed herewith please find two copies of assignment of claim properly signed, as per your letter of June 8th, 1954.

Yours very truly,

H. J. AND H. W. MILLER

By H. Miller

HJM-1
Encs.

RECEIVED
JUN 10 1954
OREGON
STATE HIGHWAY COMMISSION

June 8, 1954

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

We are returning with this letter two copies of your assignment of claim in favor of the First National Bank of Baker.

The claim as it is makes no reference to the contract from which funds are to be assigned. So that this information may appear in the assignment itself, please insert after the printed words "the within claim for" all estimates due or to become due on State Highway Contract No. 4081 for rock production on the Indian Creek Salisbury Section of the Baker-Unity Highway in Baker County, or words to that effect. When this has been done, please return two copies of the assignment to this office and monies will be paid as directed by the assignment.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Mr. John D. Rogers, President
First National Bank of Baker
Baker, Oregon

Mr. Allyn R. Hunter, Attorney
Rodgers Insurance Agency Inc.
803 Title & Trust Building
Portland 4, Oregon

THE FIRST NATIONAL BANK OF BAKER
ESTABLISHED 1883
BAKER, OREGON

June 3, 1954

Oregon State Highway Commission
Salem, Oregon

Attn: Floyd Query, Ass't Secretary

Re: H. J. and H. W. Miller
Contract No. 4081

Dear Sir:

With reference to your letter of May 28, addressed to H. J. and H. W. Miller, 1230 Dewey Avenue, Baker, Oregon, we now enclose the original and one copy of assignment of claim in connection with the above contract which claim has been executed by both H. J. Miller and H. W. Miller. There is also enclosed original copy of letter dated June 1, 1954, addressed to this bank, signed by Glens Falls Indemnity Company and countersigned by Rogers Insurance Agency, Inc., giving consent of the surety to this assignment.

Will you kindly acknowledge receipt of this assignment and its filing.

Yours very truly,

John B. Rogers

John B. Rogers
President

JBR:et
encl.

RECEIVED
JUN 7 1954
OREGON
STATE HIGHWAY COMMISSION

Glens Falls
INDEMNITY COMPANY
Glens Falls, N.Y.

R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO 4

Rodgers Insurance Agency, Inc.
803 TITLE & TRUST BUILDING
*Telephone Atwater 8496*
PORTLAND 4, OREGON

CAPITAL STOCK
Standard protection
COMPANY INSURANCE

June 1st, 1954

First National Bank
Baker, Oregon

Gentlemen:

Mr. Henry Miller, whom we have bonded on contract no. 4081, Oregon State Highway Department, which job is known as Indian Creek Salsbury Crossing, Surfacing, called me this morning requesting the bonding company to allow an assignment of estimates to you for this project.

We will gladly okay this assignment for Mr. Miller as soon as we receive the proper forms.

Yours very truly,

GLENS FALLS INDEMNITY COMPANY

Allyn R Hunter

Allyn R. Hunter, Attorney

COUNTERSIGNED BY
RODGERS INSURANCE AGENCY, INC.

BY Allyn R Hunter
Resident Oregon Agents

RECEIVED
MAR 3 1954
FOR FILING

1-8311

4081

March 2, 1954

H. J. & H. W. Miller
218 Bridge St.
Baker, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4081, which was awarded to you on January 21, 1954 by the State Highway Commission, for rock production on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1954
FOR FILING

1-8311

4081

January 25, 1954

H. J. & H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4081 for rock production project on the Indian Creek-Salisbury Section of the Baker-Unity Highway in Baker County. This award was based on your bid of $21,900, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

4-1067 Astoria Airport (Climbing Lanes) 1954
Sec. of the Ore. Coast Hwy.
#4082

RECEIVED
FOR FILING
4-1067
4082

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 18, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4082 | 3-final | GRIMSTAD & VANDERVELDT | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 21186 | R-306359 | $ 518.05 | 10/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified Completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Aug. 12, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
OCT 7 - 1954
FOR FILING

4-44

October 7, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 4082 for grading and pavement widening on the Astoria Airport (Climbing lanes) Section on the Oregon Coast Highway in Clatsop County was completed by the contractor, Grimstad & Vandervelut, on August 12 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $518.05 will be released to the contractor on or after October 18, 1954. The total contract amount is $17,748.39 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

Portland Branch Office

NOTED ON CARD
10-7-54.

9

Form E-1—1954

4 1067

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 31, 1954

Section Astoria Airport (Climbing Lane)

Kind of work Grading & Pavement Widening

Highway Oregon Coast

Section prefix 4-1067

Contractor Grimstad & Vanderveldt

Contract number 4082

Date of contract Jan 21, 1954

Date of completion ~~Aug 12~~ Sept 30, 1954

Date work started July 12, 1954

Estimated date of completion Aug 12, 1954

Amount of contract . . . . . . . . . $ 21,865.00

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . $ 17,763.24

Per cent of contract completed, based on total contract price . . . . . . . . 100 %

Engineering cost to date $ 1499.00, 88 %

Date project was completed Aug 12, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The sign Department finished placing signs and painting the traffic lanes on Wednesday.

The semi-final estimate was completed and forwarded to Salem on Wednesday. Mr. J. D. Walker inspected this project on Wednesday.

RECEIVED
AUG 23 1954
OFFICE OF
DIVISION ENGINEER
DISTRICT NO. 2

NOTED
B A MARTIN

NOTED
FORREST COOPER

Signed D C King

Address Astoria, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.6 | 0.6 |  |  | 0.6 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 0.6 | 0.6 |  |  | 0.6 |
| Total estimated quantities | 1600 | 1700 |  |  | 936 T<br>~~[illegible] T~~ |
| Estimated quantities moved or placed to date | 1600 | 1700 |  |  | 936 T |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Cloudy |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Cloudy |  |  |
| Thursday | Showers |  |  |
| Friday | Cloudy |  |  |
| Saturday |  |  |  |

p

RECEIVED
AUG 31 1954
FOR FILING

4 - [illegible]
408

August 30, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Grimstad & Vanderveldt on contract No. 4082, for grading and pavement widening on the Astoria Airport (Climbing Lanes) Section of the Oregon Coast Highway in Clatsop County.

This payment, in the amount of $3,048.37, will be released to the contractor on or after September 9, 1954. The retained percentage is $532.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ed Fearey & Co.
Spexarth Bldg.
Astoria, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-30-54

RECEIVED
MAY 4 1954
FOR FILING

April 30, 1954

Mr. George Gray
Seaside, Oregon

Dear Sir:

Referring to your telephone inquiry relative to the construction of the climbing lane on US101 near Warrenton, Mr. Walker, Division Engineer, advises me that the contractor, Grimstad and Vanderveldt, will probably complete the grading and surfacing on or before June 10.

The above contractor proposes to sublet the paving to the United Contracting Company to pave the climbing lane during the time they are paving the Big Creek Section on lower US30. Indications are that the paving will be completed during June.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. J. D. Walker

FORM E-30X 25M 2-51 47190

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
April 29, 1954

SUBJECT: Astoria Airport (Climbing Lanes)

To:

Mr. J. D. Walker
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Sir;

I contacted Grimstad and Vanderveldt concerning their construction schedule on this project as you requested.

The United Contracting Company has notified Grimstad that they can not pave this section until after July 4, therefore Grimstad would rather not start his operations until the middle of June. Mr. Grimstad stated however that he would do the grading and construct the base course at anytime the Department requested.

Very truly yours,

D. C. King
Res. Eng.

DCK:jhs

NOTED
W. W. STIFFLER

RECEIVED
MAR 18 1954
FOR FILING

4-1067

4082

March 15, 1954

REGISTERED MAIL

Grimstad and Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

We are returning herewith your certified check No. 2245 in the amount of $1,300.00.

This check was submitted with your proposal for work on the Astoria Airport (Climbing Lanes) Section of the Oregon Coast Highway in Clatsop County received in Portland on January 21, 1954.

Your Contract No. 4082 has now been fully executed as to bond; therefore, your deposit is being returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Accounting Division

RECEIVED
MAR 3 1954
FOR FILING

11-1067

March 2, 1954

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4082, which was awarded to you on January 21, 1954 by the State Highway Commission, for grading and pavement widening on the Astoria Airport (Climbing Lanes) Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1954
FOR FILING

[illegible]

4077

January 25, 1954

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4082 for 0.60 mile of pavement widening and resurfacing on the Astoria Airport (Climbing Lanes) Section of the Oregon Coast Highway in Clatsop County. This award was based on your bid of $21,865, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

S-213(18) Treharne-Wash. Co. Line Sec. 1954
of the Nehalem Secon. Hwy.

#4083

RECEIVED
FEB 2 1955
FOR FILING

5 - 215 (15)
4-53

## FINAL COST ANALYSIS

Treharne-Washington County Line Section
Contract #4083

Paving
Acme Construction Co., Contractor
Arthur Duffy, Resident Engineer

Nehalem Highway
Prefix 105-1026-201(41)

| Item | Quantity | Unit | Unit Cost | Total Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| RS-2 Asphalt in Tack | 1.363 | Ton | $92.70 | $ 126.80 | $43.50 | $ 59.29 |
| Class "B" Asphaltic Concrete | 9,350.33 | " | 6.58 | 61,512.48 | 7.00 | 65,452.31 |
| 3/4"-0" Material in Shoulders | 2,700 | Cu. Yd. | 3.34 | 9,050.71 | 4.15 | 11,205.00 |
| | | | | $70,689.99 | | $76,716.60 |

| | |
|---|---|
| Gross Revenue | $76,716.60 |
| Total Cost | 70,689.99 |
| Net Profit | $ 6,026.61 |

Net Profit Equals 7.99% of Gross Revenue

Contract #4085

Treharne-Washington County Line
Acme Construction Co.
Arthur Duffy, Resident Engineer

Prefix 105-1026-201(41)

## Detail of Cost

| | | | |
|---|---|---|---|
| **Labor:** | | | |
| Labor & Supervision | | $ 9,630.69 | |
| Labor Insurance | | 780.08 | $10,410.77 |
| **Materials:** | | | |
| RS-2 | 337 Gal. at $0.187 | $ 63.00 | |
| Asphalt in Class "B" Concrete | 586.80 Ton at $22.50 | 13,203.00 | |
| Freight on Asphalt | 586.80 " " 3.00 | 1,760.40 | |
| Aggregate | 11,169 Cu. Yd. at $3.00 | 30,540.00 | 45,566.40 |
| **Equipment Rental & Misc.:** | | | |
| Equipment Rental (Owned) | | $ 5,333.21 | |
| Gas, Oil and Grease | | 830.25 | |
| Bond | | 460.29 | |
| P.L. & P.D. Insurance | | 537.01 | |
| Move In, Freight & Cartage | | 2,822.40 | |
| Small Tools | | 200.00 | |
| Home Office & Overhead | | 2,685.06 | |
| Fuel Oil for Heating Aggregate | | 1,744.60 | 14,612.82 |
| Total Cost | | | $70,589.99 |

## Contract #4083

## Breakdown of Paving Cost

| | Amount | Quantity | Unit | Unit Cost |
|---|---|---|---|---|
| Move In & Set Up | $ 3,097.86 | 9,350.33 | Ton | $0.331 |
| Feeding Plant | 1,056.60 | " | " | 0.113 |
| Heat & Mix | 9,113.47 | " | " | 0.975 |
| Haul to Street | 3,687.78 | " | " | 0.394 |
| Street Work | 3,396.38 | " | " | 0.363 |
| Asphalt | 14,491.61 | " | " | 1.55 |
| Freight on Asphalt | 1,932.21 | " | " | 0.206 |
| Aggregate | 24,739.90 | " | " | 2.645 |
| | $61,515.81 | 9,350.33 | Ton | $6.577 |

Remarks:

This project was a "Federal Aid Secondary Project" calling for resurfacing of 4.86 miles of highway roadbed and construction of rock or gravel shoulders on the Nehalem Highway in Columbia County, the northerly end being at M.P. 64.12 which is at Treharne Junction and approximately 2 miles west of Vernonia and the southerly end being at M.P. 67.98 which is the Washington County Line.

The contract was bid and awarded January 21st, 1954. The contractor started work July 6th, 1954, and the contract was completed September 1st, 1954.

The crushed materials were hauled and stockpiled in the northerly end of the job, an 18½-mile haul from crusher, at a cost to the contractor of $3.00 cu. yd. 9,350.33 Tons of Class "B" asphaltic concrete was placed in 103 hours with an average tonnage of 90.78 tons per hour. 11-3/4 Hours delay in 12 days operation were mostly minor, caused by rain and broken oil lines.

A fair profit was realized.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

IVED

FILING

5-213 (18)

4 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 23, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4083 | 2-Final | Acme Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 26178 | B-111337 | $ 2,301.50 | 12/22/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

R. Rawlings
ACCOUNTING DIVISION

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 1, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-54

To the Accounting Division:

Release of the above warrant is hereby authorized. on 12-27-54

H. B. Glaisyer
Secretary

HELD ON [illegible]
12-27-54

Warrant Mailed: DEC 2
Ruth Rawlings

8

RECEIVED
DEC 17 1954
FOR FILING

S-213 (12)
4[illegible]

December 17, 1954

REGISTER MAIL

Pacific Indemnity Company
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State highway contract No. 4083 for work performed on the Treharne-Washington County Line Section of the Nehalem Highway in Columbia County was completed by the contractor, Acme Construction Co., on September 1, 1954 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $2,301.50 will be released to the contractor on or after December 27, 1954. The total contract amount is $76,716.60, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Pacific Indemnity Co.
V. W. Hanner
1515 Yeon Bldg.
Portland, Oregon

NOTED ON CARD
12-17-54

RECEIVED
SEP 23 1954
FOR FILING

(18

September 22, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. on contract No. 4083, for paving on the Treharne-Washington County Line Section of the Nehalem Highway in Columbia County.

This payment, in the amount of $74,415.10, will be released to the contractor on or after October 2, 1954. The retained percentage is $2,301.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pacific Indemnity Co.
V. W. Hamner, Agent
1515 Yeon Bldg.
Portland, Oregon

NOTED ON CARD

9-22-54

8

Form E-1

5-213(18)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 13, 1954

Section Treharne-Washington County Line

Kind of work Paving

Highway Nehalem Secondary

Section prefix 105-1026

Contractor Acme Construction Company

Contract number 4083

Date of contract January 21, 1954

Date of completion September 30, 1954

Date work started July 6, 1954

Estimated date of completion September 1, 1954

Amount of contract $85,495.63

Per cent of time elapsed 233/252 93 %

Estimated cost of completed project, exclusive of engineering $76,716.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $4,100.00, 63 %

Date project was completed September 1, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on project completed Wednesday, September 1, 1954.

Semi-final estimate submitted Monday, September 13, 1954.

This is the final Weekly Report.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

Signed Arthur Duffy
Arthur Duffy

Address Rm. 214 Hwy. Lab Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | Rock Shoulders | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | ~~4.854~~ | 4.854 | | | 4.854 |
| Miles partially completed | | | | | |
| Miles completed | ~~4.854~~ | 4.854 | | | 4.854 |
| Total estimated quantities | | 2,700 c. y. | | | 10000 tons |
| Estimated quantities moved or placed to date | | 2,700 c. y. | | | 9,350 tons |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair | | |
| Monday | fair | | |
| Tuesday | showers | | |
| Wednesday | fair | | |
| Thursday | fair | | |
| Friday | showers | | |
| Saturday | rain | | |

STATE PRINTING

RECEIVED
SEP 2 - 1954
FOR FILING

S-213(18)
4083

September 2, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 1, 1954 on Contract No. 4083, Treharne-Washington County Line Section, in Columbia County, in connection with Federal Aid Project No. S-213 (18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:dw

cc: John Cattrall

RECEIVED
JUL 19 1954
FOR FILING

11573

July 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 6, 1954 on Contract No. 4083, Treharne-Washington County Line Section in Columbia County, in connection with Federal Aid Project No. S-213 (18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

Form PR 2 (Revised 1950)

State Oregon

Project No. S-213(18)

S-213(18)

1093

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-five thousand and 00/100 dollars ($55,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 95+66.2 in the SW 1/4, Section 8, T. 4 N., R. 4 W., W.M., and survey station 252+50.9 in the SE 1/4, Section 31, T. 4 N., R. 4 W., W.M., except stations 112+41 - 113+28, 145+50 - 145+88, and 246+51 - 247+08, , length 4.824 miles, in Columbia County, being Oregon Federal Aid / Secondary project No. S-213(18), consisting of 4.824 miles of roadway and no bridges, of more than 20 feet clear span,

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

DIVISION
MAY 20 19

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-five thousand and 00/100 dollars ($55,000.00), which does not exceed the authorized Federal pro rata share of eighty-nine thousand, nine hundred ninety-five and 40/100 dollars ($89,995.40), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 212

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

A4.62

RECEIVED DIVISION 8 MAY 20 1954

MAY 25 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213 (18)

## TREHARNE-WASHINGTON COUNTY LINE SECTION OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April, 1, 1954

Type Code 6201
Roadway (Sta. 95+66.2 to Sta. 252+50.9)(Contract No. 4083)

| | | | | |
|---|---|---|---|---|
| 14 | Tons | RS-2 Asphalt in Tack and Prime Coat | 43.50 | $ 609.00 |
| 10,000 | Tons | Class "B" Asphaltic Concrete | 7.00 | 70,000.00 |
| 2,700 | Cu. Yd. | 3/4" - 0 Material in Shoulders | 4.15 | 11,205.00 |
| | | Subtotal | | $81,814.00 |
| | | 10% Engr. & Cont. | | 8,181.40 |
| | | Total | | $89,995.40 |

| | |
|---|---|
| Length of Roadway | 4.824 mile |
| Length of 3 Structures | 0.040 mile |
| Total Length | 4.864 miles |
| Cost of Roadway Per Mile | $18,655.76 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $55,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 34,995.40 |
| | $89,995.40 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Federal Aid Secondary
Project No. S-213 (18)

Oregon State Highway Department

## TREHARNE-WASHINGTON COUNTY LINE SECTION OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1953

Type Code 6201
Roadway (Sta. 95+66.2 to Sta. 252+50.9)

| | | | | |
|---|---|---|---|---|
| 14 | tons | RS-2 Asphalt in Tack and Prime Coat | $45.00 | $ 630.00 |
| 10,000 | tons | Class "B" Asphaltic Concrete | 7.50 | 75,000.00 |
| 2,700 | cu. yds. | 3/4" - 0 Material in Shoulders | 4.00 | 10,800.00 |
| | | | Subtotal | $86,430.00 |
| | | | 10% Engr. & Cont. | 8,643.00 |
| | | | Total | $95,073.00 |

| | |
|---|---|
| Length of Roadway | 4.824 Miles |
| Length of 3 Structures | 0.040 Mile |
| Total Length | 4.864 Miles |
| Cost of Roadway per Mile | $19,708.33 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $58,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 37,073.00 |
| | $95,073.00 |

RECEIVED
MAR 3 1954
FOR FILING

5-213(18)

4083

March 2, 1954

Acme Construction Company
1991 East 19th St.
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4083, which was awarded to you on January 21, 1954 by the State Highway Commission, for paving on the Treharne-Washington County Line Section of the Nehalem Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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JAN 25 1954
FOR FILING

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40[illegible]

January 25, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4083 for 4.86 miles of pavement widening on the Treharne-Washington County Line Section of the Nehalem Secondary Highway, about two miles southwest of Vernonia in Columbia County. This award was based on your bid of $81,814, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

File

ORGEGON DISTRICT
S-213(18)
4083

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 21, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4083 for Oregon Project S-213(18), Treharne-Washington County Line Section of the Nehalem Highway to Acme Construction Co. of Eugene, Oregon, low bidder in the amount of $81,814.00 at the January 21, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JAN [illegible]
[illegible] DIVISION

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-213(18), Treharne-Washington County Line Section of the Nehalem Highway in Columbia County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FOR FILING

8PI - 131 (15)
4054

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

(CONTRACT NO.) 4834

(EST. NO.) 7-Final

(CONTRACTOR) [illegible] & Graff

(VOUCHER NO.) [illegible]

(WARRANT NO.) E-111[illegible]3

(AMOUNT) $ 1,[illegible].84

(DATE) 12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Oct. 31, 1954

Time Extensions: None

Completion Date: Oct. 31, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 30
Ruth Rawlings

RECEIVED
DEC [illegible]
FOR FILING

BFI - 131(R)
4 [illegible]

December 17, 1954

REGISTER MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

State highway contract No. 4084 for work performed on the Blackwell Hill-Seven Oaks Unit Section of the Pacific Highway in Jackson County was completed by the contractor, Bessonette & Graff, on October 31, 1954 and was formally accepted by the Highway Commission December 7, 1954.

Final payment in the amount of $4,947.84 will be released to the contractor on or after December 27, 1954. The total contract amount is $55,542.80, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

12-17-54

RECEIVED
DEC 15 1954
FOR FILING

FORM E30—60M—4-54—74288
5F1-131(15)
-1/54

file

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 6th, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I am referring the attached price agreement on the Blackwell Hill-Seven Oaks Unit to you for your consideration. Mr. Young informs me that they will have use for the rock in pavement patching work and would like very much to buy it at this price.

I called Marshall Newport and told him his price was out of line, that we rarely paid more than $0.75 per cubic yard for surplus rock, especially rock which had to be rehandled and stored on another site. He said the material was produced from material obtained on private land and not on State Highway property, and that he could have sold it to the City for $1.50 per cubic yard but discussed it with Edwards and was willing to take the lesser amount of $1.10 in order to be sure of immediate payment.

Newport authorized me to modify the price if you are unwilling to pay the $1.10.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

Form PR 2 (Revised 1950)

1231

State Oregon

Project No. BFI-131(15)

Federal Aid Bond Issue

BFI - 131(15)

4024

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 14th day of October, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred ninety-five thousand and 00/100 dollars ($395,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

~~(b) By other means~~

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 232+50 in the SE 1/4, Section 23, T. 36 S., R. 3 W., W.M., and survey station 437+62.91 in the SW 1/4, Section 28, T. 36 S., R. 2 W., W.M., without exception, length 3.884 miles, in Jackson County, being Oregon Federal Aid / Bond Issue project No. BFI-131(15), consisting of 3.800 miles of roadway and three bridges, each of more than 20 feet clear span, 0.084 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **three hundred ninety-five thousand and 00/100** dollars ($**395,000.00**), which does not exceed the authorized Federal pro rata share of **six hundred thirty-seven thousand, five hundred eighteen and 75/100** dollars ($**637,518.75**), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

**Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
ASS'T. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____________________
(Title of officer)

By ____________________
____________________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Acting *Division Engineer,*
*Bureau of Public Roads.*

OREGON MAY 25 1954

RECEIVED MAY 20 1954 DIVISION 8

MAY 16 '54

Oregon State Highway Department

Federal Aid Project
No. BFI-131 (15)

## BLACKWELL HILL-SEVEN OAKS SECTION
## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code 6201
2 Lane Roadway (Sta. 232+50 to Sta. 260+99.5)(Sta. 362+00 to Sta. 413+94.13)
(Sta. 417+46.43 to Sta. 437+62.9)(Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 10,000.00 |
| 5,100 | Sq. Yd. | Removal of Pavement | $ 0.25 | 1,275.00 |
| 400 | Cu. Yd. | Structural Excavation, Unclassified | 2.50 | 1,000.00 |
| 50 | Cu. Yd. | Trench Excavation, Unclassified | 1.50 | 75.00 |
| 191,000 | Cu. Yd. | General Excavation, Unclassified | 0.38 | 72,580.00 |
| 986,000 | Yd. Sta. | Short Overhaul | 0.01 | 9,860.00 |
| 28,000 | C-yd. Sta. | Long Overhaul | 0.34 | 9,520.00 |
| 1,300 | Cu. Yd. | Excavating and Placing Topsoil | 0.65 | 845.00 |
| 1.90 | Miles | Finishing Roadbed and Slopes | 800.00 | 1,520.00 |
| 8,000 | Lin. Ft. | Rounding Cutbanks | 0.12 | 960.00 |
| 650 | Lin. Ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 700 | Lin. Ft. | 24-inch Concrete Pipe | 4.25 | 2,975.00 |
| 190 | Lin. Ft. | 48-inch Corrugated Metal Pipe | 20.00 | 3,800.00 |
| 150 | Lin. Ft. | Salvaging Culvert Pipe | 2.50 | 375.00 |
| 100 | Cu. Yd. | Class "A" Concrete | 54.00 | 5,400.00 |
| 14,000 | Lbs. | Metal Reinforcement | 0.12 | 1,680.00 |
| 80 | Only | Corrugated Metal Sight Posts | 3.75 | 300.00 |
| 25,000 | Cu. Yd. | Selected Roadbed Topping | 0.32 | 8,000.00 |
| 110,000 | Yd. Mi. | Hauling Roadbed Topping | 0.11 | 12,100.00 |
| 5,300 | Cu. Yd. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 11,819.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 350 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 2.73 | 955.50 |
| 60 | Tons | RC-3 Asphalt in Binder Course | 46.00 | 2,760.00 |
| 6,100 | Tons | Class "B" Asphaltic Concrete | 5.60 | 34,160.00 |
| 600 | Cu. Yd. | Aggregate in Oil Mat Wearing Surface | 3.23 | 1,938.00 |
| 44 | Tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 1,892.00 |
| 17 | Tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 765.00 |
| | | Subtotal | | $201,704.50 |
| | | Lump Sum Reduction | | 2,499.60 |
| | | Subtotal | | $199,204.90 |
| | | 10% Engr. & Cont. | | 19,920.49 |
| | | Total | | 219,125.39 |

Length of Roadway 1.905 miles
Cost of Roadway per Mile $115,026.45

Type Code 6201
3-Lane Roadway (Sta. 260+99.5 to Sta. 274+89)(Sta. 275+81 to Sta. 304+00)
(Sta. 318+00 to Sta. 362+00)(Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 10,000.00 |
| 900 | Cu. Yd. | Structural Excavation, Unclassified | $ 2.50 | 2,250.00 |
| 320 | Cu. Yd. | Trench Excavation, Unclassified | 1.50 | 480.00 |
| 159,000 | Cu. Yd. | General Excavation, Unclassified | 0.38 | 60,420.00 |
| 1,000,000 | Yd. Sta. | Short Overhaul | 0.01 | 10,000.00 |
| 24,000 | C-yd. Sta. | Long Overhaul | 0.34 | 8,160.00 |
| 1.63 | Miles | Finishing Roadbed & Slopes | 800.00 | 1,304.00 |
| 7,000 | Lin. Ft. | Rounding Cutbanks | 0.12 | 840.00 |
| 130 | Lin. Ft. | 6-inch Concrete Pipe | 0.80 | 104.00 |
| 650 | Lin. Ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 200 | Lin. Ft. | 24-inch Concrete Pipe | 4.25 | 850.00 |
| 160 | Lin. Ft. | 30-inch Concrete Pipe | 6.50 | 1,040.00 |
| 80 | Lin. Ft. | 36-inch Concrete Pipe | 8.50 | 680.00 |
| 110 | Lin. Ft. | 84-inch Corrugated Metal Pipe | 46.00 | 5,060.00 |
| 900 | Lin. Ft. | 8-inch Perforated Metal Drain Pipe | 2.00 | 1,800.00 |
| 170 | Cu. Yd. | 3/8" - 0 Backfill in Drains | 5.00 | 850.00 |
| 270 | Cu. Yd. | Class "A" Concrete | 54.00 | 14,580.00 |
| 50,000 | Lbs. | Metal Reinforcement | 0.12 | 6,000.00 |
| 70. | Only | Corrugated Metal Sight Posts | 3.75 | 262.50 |
| 28,000 | Cu. Yd. | Selected Roadbed Topping | 0.32 | 8,960.00 |
| 120,000 | Yd. Mi. | Hauling Roadbed Topping | 0.11 | 13,200.00 |
| 5,500 | Cu. Yd. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 12,265.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 450 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 2.73 | 1,228.50 |
| 80 | Tons | RC-3 Asphalt in Binder Course | 46.00 | 3,680.00 |
| 7,000 | Tons | Class "B" Asphaltic Concrete | 5.60 | 39,200.00 |
| 700 | Cu. Yd. | Aggregate in Oil Mat Wearing Surface | 3.23 | 2,261.00 |
| 51 | Tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 2,193.00 |
| 20 | Tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 900.00 |
| | | Subtotal | | $213,718.00 |
| | | Lump Sum Reduction | | 2,670.10 |
| | | Subtotal | | $211,047.90 |
| | | 10% Engr. & Cont. | | 21,104.79 |
| | | Total | | $232,152.69 |

Length of Roadway 1.631 miles
Cost of Roadway per Mile $142,337.63

### Type Code 6201
### 4 Lane Roadway (Sta. 304+00 to Sta. 318+00)(Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 2,500.00 |
| 59,000 | Cu. Yd. | General Excavation, Unclassified | $ 0.38 | 22,420.00 |
| 100 | Yd. Sta. | Short Overhaul | 0.01 | 1.00 |
| 0.27 | Mile | Finishing Roadbed & Slopes | 800.00 | 216.00 |
| 2,800 | Lin. Ft. | Rounding Cutbanks | 0.12 | 336.00 |
| 4,500 | Cu. Yd. | Selected Roadbed Topping | 0.32 | 1,440.00 |
| 20,000 | Yd. Mi. | Hauling Roadbed Topping | 0.11 | 2,200.00 |
| 900 | Cu. Yd. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 2,007.00 |
| 500 | M-gal. | Sprinkling | 2.00 | 1,000.00 |
| 100 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 2.73 | 273.00 |
| 17 | Tons | RC-3 Asphalt in Binder Course | 46.00 | 782.00 |
| 1,700 | Tons | Class "B" Asphaltic Concrete | 5.60 | 9,520.00 |
| 50 | Cu. Yd. | Aggregate in Oil Mat Wearing Surface | 3.23 | 161.50 |
| 4 | Tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 172.00 |
| 1 | Ton | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 45.00 |
| | | Subtotal | | $43,073.50 |
| | | Lump Sum Reduction | | 511.30 |
| | | Subtotal | | 42,562.20 |
| | | 10% Engr. & Cont. | | 4,256.22 |
| | | Total | | 46,818.42 |

Length of Roadway 0.265 mile
Cost of Roadway per Mile $176,673.28

### Type Code X121
### Seven Oakes Overcrossing (Sta. 413+94.13 To Sta. 417+46.43)(Contract No. 4078)

| | | | | |
|---|---|---|---|---|
| 420 | Cu. Yd. | Structural Excavation | $ 5.00 | $ 2,100.00 |
| 10 | Cu. Yd. | Excavation Below Elevation Shown | 25.00 | 250.00 |
| 580 | Lin. Ft. | Furnish Steel Piling | 3.30 | 1,914.00 |
| 24 | Only | Drive Steel Piles | 60.00 | 1,440.00 |
| 700 | Cu. Yd. | Class "A" Concrete | 62.00 | 43,400.00 |
| 184,000 | Lbs. | Metal Reinforcement | 0.11 | 20,240.00 |
| 110 | Lin. Ft. | 8-inch Metal Drain Pipe | 4.50 | 495.00 |
| | | | | $69,839.00 |

### Type Code X221
### Frontage Road Overcrossing(Sta. 274+89 to Sta. 275+81)(Contract No. 4084)

| | | | | |
|---|---|---|---|---|
| 300 | Cu. Yd. | Structural Excavation | 6.00 | 1,800.00 |
| 5 | Cu. Yd. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 280 | Lin. Ft. | Furnish Steel Piling | 3.45 | 966.00 |
| 8 | Only | Drive Steel Piles | 75.00 | 600.00 |

| | | | | |
|---|---|---|---|---|
| 225 | Cu. Yd. | Class "A" Concrete | 60.00 | 13,500.00 |
| 56,000 | Lbs. | Metal Reinforcement | 0.11 | 6,160.00 |
| 35 | Lin. Ft. | 8-inch Metal Drain Pipe | 3.50 | 122.50 |
| | | | | $23,223.50 |

Type Code X221
County Road Undercrossing (Sta. 386+07.21)(Contract No. 4084)

| | | | | |
|---|---|---|---|---|
| 110 | Cu. Yd. | Structural Excavation | $ 6.00 | $ 660.00 |
| 5 | Cu. Yd. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 375 | Cu. Yd. | Class "A" Concrete | 60.00 | 22,500.00 |
| 95,000 | Lbs. | Metal Reinforcement | 0.11 | 10,450.00 |
| | | | | $33,685.00 |
| | | | Subtotal | $126,747.50 |
| | | | 10% Engr. & Cont. | 12,674.75 |
| | | | | $139,422.25 |

Length of Structure 0.084 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2 Lane Roadway | $219,125.39 | $135,768.00 | $83,357.39 |
| 3 Lane Roadway | 232,152.69 | 143,839.00 | 88,313.69 |
| 4 Lane Roadway | 46,818.42 | 29,008.00 | 17,810.42 |
| Structure | 139,422.25 | 86,385.00 | 53,037.25 |
| | $637,518.75 | $395,000.00 | $242,518.75 |

State Funds For Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-131 (15)

## BLACKWELL HILL-SEVEN OAKS SECTION
## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, January 5, 1954

Type Code 6201
2-Lane Roadway (Sta. 232+50 to Sta. 260+99.5) (Sta. 362+00 to Sta. 413+94.13) (Sta. 417+46.43 to Sta. 437+62.9) (Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 10,000.00 |
| 5,100 | sq. yds. | Removal of Pavement | $ 0.25 | 1,275.00 |
| 400 | cu. yds. | Structural Excavation, Unclassified | 2.50 | 1,000.00 |
| 50 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 75.00 |
| 191,000 | cu. yds. | General Excavation, Unclassified | 0.38 | 72,580.00 |
| 986,000 | yd. sta. | Short Overhaul | 0.01 | 9,860.00 |
| 28,000 | C-yd. sta. | Long Overhaul | 0.34 | 9,520.00 |
| 1,300 | cu. yds. | Excavating and Placing Topsoil | 0.65 | 845.00 |
| 1.90 | mi. | Finishing Roadbed and Slopes | 800.00 | 1,520.00 |
| 8,000 | lin. ft. | Rounding Cutbanks | 0.12 | 960.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 700 | lin. ft. | 24-inch Concrete Pipe | 4.25 | 2,975.00 |
| 190 | lin. ft. | 48-inch Corrugated Metal Pipe | 20.00 | 3,800.00 |
| 150 | lin. ft. | Salvaging Culvert Pipe | 2.50 | 375.00 |
| 100 | cu. yds. | Class "A" Concrete | 54.00 | 5,400.00 |
| 14,000 | lbs. | Metal Reinforcement | 0.12 | 1,680.00 |
| 80 | only | Corrugated Metal Sight Posts | 3.75 | 300.00 |
| 25,000 | cu. yds. | Selected Roadbed Topping | 0.32 | 8,000.00 |
| 110,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 12,100.00 |
| 5,300 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 11,819.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 350 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 955.50 |
| 60 | tons | RC-2 Asphalt in Binder Course | 46.00 | 2,760.00 |
| 6,100 | tons | Class "B" Asphaltic Concrete | 5.60 | 34,160.00 |
| 600 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 1,938.00 |
| 44 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 1,892.00 |
| 17 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 765.00 |
| | | Subtotal | | $201,704.50 |
| | | Lump Sum Reduction | | 2,499.60 |
| | | Subtotal | | $199,204.90 |
| | | 10% Engr. & Cont | | 19,920.49 |
| | | Total | | $219,125.39 |

| | |
|---|---|
| Length of Roadway | 1.905 Mile |
| Cost of Roadway per Mile | $115,086.45 |

Type Code 6201
2-Lane Roadway (Sta. 260+99.5 to Sta. 274+89) (Sta. 275+81 to Sta. 304+00)
(Sta. 318+00 to Sta. 362+00) (Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | $ | $ 10,000.00 |
| 900 | cu. yds. | Structural Excavation, Unclassified | 2.50 | 2,250.00 |
| 320 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 480.00 |
| 159,000 | cu. yds. | General Excavation, Unclassified | 0.38 | 60,420.00 |
| 1,000,000 | yd. sta. | Short Overhaul | 0.01 | 10,000.00 |
| 24,000 | C-yd. sta. | Long Overhaul | 0.34 | 8,160.00 |
| 1.63 | mi. | Finishing Roadbed and Slopes | 800.00 | 1,304.00 |
| 7,000 | lin. ft. | Rounding Cutbanks | 0.12 | 840.00 |
| 130 | lin. ft. | 6-inch Concrete Pipe | 0.80 | 104.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 200 | lin. ft. | 24-inch Concrete Pipe | 4.25 | 850.00 |
| 160 | lin. ft. | 30-inch Concrete Pipe | 6.50 | 1,040.00 |
| 80 | lin. ft. | 36-inch Concrete Pipe | 8.50 | 680.00 |
| 110 | lin. ft. | 84-inch Corrugated Metal Pipe | 46.00 | 5,060.00 |
| 900 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.00 | 1,800.00 |
| 170 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.00 | 850.00 |
| 270 | cu. yds. | Class "A" Concrete | 54.00 | 14,580.00 |
| 50,000 | lbs. | Metal Reinforcement | 0.12 | 6,000.00 |
| 70 | only | Corrugated Metal Sight Posts | 3.75 | 262.50 |
| 28,000 | cu. yds. | Selected Roadbed Topping | 0.32 | 8,960.00 |
| 120,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 13,200.00 |
| 5,500 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 12,265.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 450 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 1,228.50 |
| 80 | tons | RC-3 Asphalt in Binder Course | 46.00 | 3,680.00 |
| 7,000 | tons | Class "B" Asphaltic Concrete | 5.60 | 39,200.00 |
| 700 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 2,261.00 |
| 51 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 2,193.00 |
| 20 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 900.00 |
| | | | Subtotal | $213,718.00 |
| | | | Lump Sum Reduction | 2,670.10 |
| | | | Subtotal | $211,047.90 |
| | | | 10% Engr. & Cont. | 21,104.79 |
| | | | Total | $232,152.69 |

| | |
|---|---|
| Length of Roadway | 1.631 Miles |
| Cost of Roadway per Mile | $142,337.63 |

**Type Code [illegible]**
**[illegible]-Lane Roadway** (Sta. 304+00 to Sta. 318+00) (Contract No. 4063)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 2,500.00 |
| 59,000 | cu. yds. | General Excavation, Unclassified | $ 0.38 | 22,420.00 |
| 100 | yd. sta. | Short Overhaul | 0.01 | 1.00 |
| 0.27 | mi. | Finishing Roadbed and Slopes | 800.00 | 216.00 |
| 2,800 | lin. ft. | Rounding Cutbanks | 0.12 | 336.00 |
| 4,500 | cu. yds. | Selected Roadbed Topping | 0.32 | 1,440.00 |
| 20,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 2,200.00 |
| 900 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 2,007.00 |
| 500 | M-gal. | Sprinkling | 2.00 | 1,000.00 |
| 100 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 273.00 |
| 17 | tons | RC-3 Asphalt in Binder Course | 46.00 | 782.00 |
| 1,700 | tons | Class "B" Asphaltic Concrete | 5.60 | 9,520.00 |
| 50 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 161.50 |
| 4 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 172.00 |
| 1 | ton | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 45.00 |
| | | | Subtotal | $ 43,073.50 |
| | | | Lump Sum Reduction | 511.30 |
| | | | Subtotal | $ 42,562.20 |
| | | | 10% Engr. & Cont. | 4,256.22 |
| | | | Total | $ 46,818.42 |

Length of Roadway 0.265 Mile
Cost of Roadway per Mile $176,673.28

**Type Code X1X1**
**Seven Oaks Overcrossing** (Sta. 413+94.13 to Sta. 417+46.43) (Low Bid Prices)

| | | | | |
|---|---|---|---|---|
| 420 | cu. yds. | Structural Excavation | $ 5.00 | $ 2,100.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 25.00 | 250.00 |
| 580 | lin. ft. | Furnish Steel Piling | 3.30 | 1,914.00 |
| 24 | only | Drive Steel Piles | 60.00 | 1,440.00 |
| 700 | cu. yds. | Class "A" Concrete | 62.00 | 43,400.00 |
| 184,000 | lbs. | Metal Reinforcement | 0.11 | 20,240.00 |
| 110 | lin. ft. | 8-inch Metal Drain Pipe | 4.50 | 495.00 |
| | | | | $ 69,839.00 |

Type Code X221
Frontage Road Overcrossing (Sta. 274+89 to Sta. 275+81)

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | Structural Excavation | $ 7.00 | $ 2,100.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 50.00 |
| 280 | lin. ft. | Furnish Steel Piling | 5.00 | 1,400.00 |
| 8 | only | Drive Steel Piles | 80.00 | 640.00 |
| 225 | cu. yds. | Class "A" Concrete | 62.00 | 13,950.00 |
| 56,000 | lbs. | Metal Reinforcement | 0.115 | 6,440.00 |
| 35 | lin. ft. | 8-inch Metal Drain Pipe | 3.00 | 105.00 |
| | | | | $ 24,685.00 |

Type Code X221
County Road Undercrossing (Sta. 386+07.21)

| | | | | |
|---|---|---|---|---|
| 110 | cu. yds. | Structural Excavation | $ 8.00 | $ 880.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 50.00 |
| 375 | cu. yds. | Class "A" Concrete | 65.00 | 24,375.00 |
| 95,000 | lbs. | Metal Reinforcement | 0.115 | 10,925.00 |
| | | | | $ 36,230.00 |

| | |
|---|---|
| Subtotal | $130,754.00 |
| 10% Engr. & Cont. | 13,075.40 |
| Total | $143,829.40 |

Length of Structures 0.064 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-Lane Roadway | $219,125.39 | $135,518.00 | $ 83,607.39 |
| 3-Lane Roadway | 232,152.69 | 143,575.00 | 88,577.69 |
| 4-Lane Roadway | 46,818.42 | 28,955.00 | 17,863.42 |
| Structure | 143,829.40 | 88,952.00 | 54,877.40 |
| | $641,925.90 | $397,000.00 | $244,925.90 |

Oregon State Highway Department

Federal Aid Project
No. HFI-131 (15)

## BLACKWELL HILL-SEVEN OAKS SECTION
## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 24, 1953

Type Code 6201
2-Lane Roadway (Sta. 232+50 to Sta. 260+99.5)(Sta. 362+00 to Sta. 413+94.13)
(Sta. 417+46.13 to Sta. 437+62.9)(Low Bid Prices)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 10,000.00 |
| 5,100 | sq. yds. | Removal of Pavement | $ 0.25 | 1,275.00 |
| 400 | cu. yds. | Structural Excavation, Unclassified | 2.50 | 1,000.00 |
| 50 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 75.00 |
| 191,000 | cu. yds. | General Excavation, Unclassified | 0.38 | 72,580.00 |
| 986,000 | yd. sta. | Short Overhaul | 0.01 | 9,860.00 |
| 28,000 | C-yd. sta. | Long Overhaul | 0.34 | 9,520.00 |
| 1,300 | cu. yds. | Excavating and Placing Topsoil | 0.65 | 845.00 |
| 1.90 | miles | Finishing Roadbed and Slopes | 800.00 | 1,520.00 |
| 8,000 | lin. ft. | Rounding Cutbanks | 0.12 | 960.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 700 | lin. ft. | 24-inch Concrete Pipe | 4.25 | 2,975.00 |
| 190 | lin. ft. | 48-inch Corrugated Metal Pipe | 20.00 | 3,800.00 |
| 150 | lin. ft. | Salvaging Culvert Pipe | 2.50 | 375.00 |
| 100 | cu. yds. | Class "A" Concrete | 54.00 | 5,400.00 |
| 14,000 | lbs. | Metal Reinforcement | 0.12 | 1,680.00 |
| 80 | only | Corrugated Metal Sight Posts | 3.75 | 300.00 |
| 25,000 | cu. yds. | Selected Roadbed Topping | 0.32 | 8,000.00 |
| 110,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 12,100.00 |
| 5,300 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 11,819.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 350 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 955.50 |
| 60 | tons | RC-3 Asphalt in Binder Course | 46.00 | 2,760.00 |
| 6,100 | tons | Class "B" Asphaltic Concrete | 5.60 | 34,160.00 |
| 600 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 1,938.00 |
| 44 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 1,892.00 |
| 17 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 765.00 |
| | | Subtotal | | $201,704.50 |
| | | Lump Sum Reduction | | 2,499.60 |
| | | Subtotal | | $199,204.90 |
| | | 10% Engr. & Cont. | | 19,920.49 |
| | | Total | | $219,125.39 |

Length of Roadway 1.905 mile
Cost of Roadway per mile $115,026.45

**Type Code 6201**
**2-Lane Roadway (Sta. 260+99.5 to Sta. 274+88)(Sta. 275+82 to Sta. 304+00) (Sta. 318+00 to Sta. 362+00)(Low Bid Prices)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 10,000.00 |
| 900 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 2,250.00 |
| 320 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 480.00 |
| 159,000 | cu. yds. | General Excavation, Unclassified | 0.38 | 60,420.00 |
| 1,000,000 | yd. sta. | Short Overhaul | 0.01 | 10,000.00 |
| 24,000 | C-yd. sta. | Long Overhaul | 0.34 | 8,160.00 |
| 1.63 | miles | Finishing Roadbed and Slopes | 800.00 | 1,304.00 |
| 7,000 | lin. ft. | Rounding Cutbanks | 0.12 | 840.00 |
| 130 | lin. ft. | 6-inch Concrete Pipe | 0.80 | 104.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.00 | 1,950.00 |
| 200 | lin. ft. | 24-inch Concrete Pipe | 4.25 | 850.00 |
| 160 | lin. ft. | 30-inch Concrete Pipe | 6.50 | 1,040.00 |
| 80 | lin. ft. | 36-inch Concrete Pipe | 8.50 | 680.00 |
| 110 | lin. ft. | 84-inch Corrugated Metal Pipe | 46.00 | 5,060.00 |
| 900 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.00 | 1,800.00 |
| 170 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.00 | 850.00 |
| 270 | cu. yds. | Class "A" Concrete | 54.00 | 14,580.00 |
| 50,000 | lbs. | Metal Reinforcement | 0.12 | 6,000.00 |
| 70 | only | Corrugated Metal Sight Posts | 3.75 | 262.50 |
| 28,000 | cu. yds. | Selected Roadbed Topping | 0.32 | 8,960.00 |
| 120,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 13,200.00 |
| 5,500 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 12,265.00 |
| 1,600 | M-gal. | Sprinkling | 2.00 | 3,200.00 |
| 450 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 1,228.50 |
| 80 | tons | RC-3 Asphalt in Binder Course | 46.00 | 3,680.00 |
| 7,000 | tons | Class "B" Asphaltic Concrete | 5.60 | 39,200.00 |
| 700 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 2,261.00 |
| 51 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 2,193.00 |
| 20 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 900.00 |
| | | | Subtotal | $213,718.00 |
| | | | Lump Sum Reduction | 2,670.10 |
| | | | Subtotal | $211,047.90 |
| | | | 10% Engr. & Cont. | 21,104.79 |
| | | | Total | $232,152.69 |

Length of Roadway 1.630 miles
Length of Structure 0.018 mile
Total Length 1.648 miles
Cost of Roadway per Mile $142,424.96

**Type Code 6201**
**4-Lane Roadway (Sta. 304+00 to Sta. 318+00) (Low Bid Prices)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 2,500.00 |
| 59,000 | cu. yds. | General Excavation, Unclassified | $ 0.38 | 22,420.00 |
| 100 | yd. sta. | Short Overhaul | 0.01 | 1.00 |
| 0.27 | mile | Finishing Roadbed and Slopes | 800.00 | 216.00 |
| 2,800 | lin. ft. | Rounding Cutbanks | 0.12 | 336.00 |
| 4,500 | cu. yds. | Selected Roadbed Topping | 0.32 | 1,440.00 |
| 20,000 | yd. mi. | Hauling Roadbed Topping | 0.11 | 2,200.00 |
| 900 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.23 | 2,007.00 |
| 500 | M-gal. | Sprinkling | 2.00 | 1,000.00 |
| 100 | cu. yds. | 3/4" - 0 Material in Binder Course | 2.73 | 273.00 |
| 17 | tons | RC-3 Asphalt in Binder Course | 46.00 | 782.00 |
| 1,700 | tons | Class "B" Asphaltic Concrete | 5.60 | 9,520.00 |
| 50 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.23 | 161.50 |
| 4 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 172.00 |
| 1 | ton | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 45.00 |
| | | | Subtotal | $ 43,073.50 |
| | | | Lump Sum Reduction | 511.30 |
| | | | Subtotal | $ 42,562.20 |
| | | | 10% Engr. & Cont. | 4,256.22 |
| | | | Total | $ 46,818.42 |

Length of Roadway 0.265 mile
Cost of Roadway per Mile $176,673.28

**Type Code X121**
**Seven Oaks Overcrossing (Sta. A13+94.13 to Sta. A17+46.43)**

| | | | | |
|---|---|---|---|---|
| 420 | cu. yds. | Structural Excavation | $ 10.00 | $ 4,200.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 580 | lin. ft. | Furnish Steel Piling | 6.00 | 3,480.00 |
| 24 | only | Drive Steel Piles | 65.00 | 1,560.00 |
| 700 | cu. yds. | Class "A" Concrete | 70.00 | 49,000.00 |
| 184,000 | lbs. | Metal Reinforcement | 0.115 | 21,160.00 |
| 110 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 440.00 |
| | | | Subtotal | $ 79,990.00 |
| | | | 10% Engr. & Cont. | 7,999.00 |
| | | | Total | $ 87,989.00 |

Length of Structure 0.067 mile

# SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-Lane Roadway | $219,125.39 | $135,718.00 | $ 83,407.39 |
| 3-Lane Roadway | 232,152.69 | 143,787.00 | 88,365.69 |
| 4-Lane Roadway | 46,818.42 | 28,998.00 | 17,820.42 |
| Structure | 87,989.00 | 54,497.00 | 33,492.00 |
| | $586,085.50 | $363,000.00 | $223,085.50 |

# SEVEN OAKS OVERCROSSING

| | UNIT | Bid Quan. | Unit Price | Amount |
|---|---|---|---|---|
| Structural Excavation | Cu. Yd. | 420 | 10— | 4200— |
| Excavation Below Elev. Shown | Cu. Yd. | 10 | 15— | 150 |
| Furnish Steel Piling | Lin. Ft. | 580 | 6— | 3480 |
| Drive Steel Piles | Ea. | 24 | 65— | 1560 |
| Class "A" Concrete | Cu. Yd. | 700 | 70— | 49,000 |
| Metal Reinforcement | Lb. | 184,000 | .115 | 21,160 |
| 8-Inch Metal Drain Pipe, Coated | Lin. Ft. | 110 | 4— | 440 |
| | | | | 79,990 |

Work By S. P. Co.

Work By Western Union

413+94.13

417+46.43

Oregon State Highway Department

Federal Aid Project
No. FI-131 (15)

## BLACKWELL HILL-SEVEN OAKS SECTION
## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1953

Type Code 6201
2-Lane Roadway (Sta. 232+50 to Sta. 260+99.5) (Sta. 362+00 to Sta. 413+94.13)
(Sta. 417+46.42 to Sta. 437+62.9)
43

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 6,000.00 |
| 5,100 | sq. yds. | Removal of Pavement | $ 0.60 | 3,060.00 |
| 400 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 1,200.00 |
| 50 | cu. yds. | Trench Excavation, Unclassified | 2.50 | 125.00 |
| 191,000 | cu. yds. | General Excavation, Unclassified | 0.42 | 80,220.00 |
| 906,000 | yd. sta. | Short Overhaul | 0.01 | 9,060.00 |
| 28,000 | C-yd. sta. | Long Overhaul | 0.45 | 12,600.00 |
| 1,300 | cu. yds. | Excavating and Placing Topsoil | 0.75 | 975.00 |
| 1.90 | miles | Finishing Roadbed and Slopes | 800.00 | 1,520.00 |
| 8,000 | lin. ft. | Rounding Cutbanks | 0.15 | 1,200.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 2,275.00 |
| 700 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 3,325.00 |
| 190 | lin. ft. | 48-inch Corrugated Metal Pipe | 18.00 | 3,420.00 |
| 150 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 300.00 |
| 100 | cu. yds. | Class "A" Concrete | 55.00 | 5,500.00 |
| 14,000 | lbs. | Metal Reinforcement | 0.12 | 1,680.00 |
| 80 | each | Corrugated Metal Sight Posts | 3.00 | 240.00 |
| 25,000 | cu. yds. | Selected Roadbed Topping | 0.45 | 11,250.00 |
| 110,000 | yd. mi. | Hauling Roadbed Topping | 0.12 | 13,200.00 |
| 5,300 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 13,780.00 |
| 1,600 | M-gals. | Sprinkling | 2.50 | 4,000.00 |
| 350 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 1,225.00 |
| 60 | tons | RC-3 Asphalt in Binder Course | 43.00 | 2,580.00 |
| 6,100 | tons | Class "B" Asphaltic Concrete | 5.75 | 35,075.00 |
| 600 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.75 | 2,250.00 |
| 44 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 41.00 | 1,804.00 |
| 17 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 765.00 |
| | | | Subtotal | $219,429.00 |
| | | | 10% Engr. & Cont. | 21,942.90 |
| | | | Total | $241,3[illegible] |

| | |
|---|---|
| Length of Roadway | 1.905 Miles |
| Length of 2 Structures | 0.067 Mile |
| Total Length | 1.972 Miles |
| Cost of Roadway per Mile | $126,704.40 |

Type Code 6201

4 5

2-Lane Roadway (Sta. 260+99.5 to Sta. 275+88) (Sta. 276+88 to Sta. 304+00) (Sta. 316+00 to Sta. 362+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (40%) | | $ 6,000.00 |
| 900 | cu. yds. | Structural Excavation, Unclassified | @ 3.00 | 2,700.00 |
| 320 | cu. yds. | Trench Excavation, Unclassified | 2.50 | 800.00 |
| 159,000 | cu. yds. | General Excavation, Unclassified | 0.42 | 66,780.00 |
| 1,000,000 | yd. sta. | Short Overhaul | 0.01 | 10,000.00 |
| 24,000 | C-yd. sta. | Long Overhaul | 0.45 | 10,800.00 |
| 1.63 | miles | Finishing Roadbed and Slopes | 800.00 | 1,304.00 |
| 7,000 | lin. ft. | Rounding Cutbanks | 0.15 | 1,050.00 |
| 130 | lin. ft. | 6-inch Concrete Pipe | 1.00 | 130.00 |
| 650 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 2,275.00 |
| 200 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 950.00 |
| 160 | lin. ft. | 30-inch Concrete Pipe | 7.00 | 1,120.00 |
| 80 | lin. ft. | 36-inch Concrete Pipe | 10.00 | 800.00 |
| 110 | lin. ft. | 84-inch Corrugated Metal Pipe | 47.00 | 5,170.00 |
| 900 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.25 | 2,025.00 |
| 170 | cu. yds. | 3/8" - 0 Backfill in Drains | 4.50 | 765.00 |
| 270 | cu. yds. | Class "A" Concrete | 55.00 | 14,850.00 |
| 50,000 | lbs. | Metal Reinforcement | 0.12 | 6,000.00 |
| 70 | only | Corrugated Metal Sight Posts | 3.00 | 210.00 |
| 28,000 | cu. yds. | Selected Roadbed Topping | 0.45 | 12,600.00 |
| 120,000 | yd. mi. | Hauling Roadbed Topping | 0.12 | 14,400.00 |
| 5,500 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 14,300.00 |
| 1,600 | M-gal. | Sprinkling | 2.50 | 4,000.00 |
| 450 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 1,575.00 |
| 80 | tons | RC-3 Asphalt in Binder Course | 43.00 | 3,440.00 |
| 7,000 | tons | Class "B" Asphaltic Concrete | 5.75 | 40,250.00 |
| 700 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.75 | 2,625.00 |
| 51 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 41.00 | 2,091.00 |
| 20 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 900.00 |
| | | | Subtotal | $229,910.00 |
| | | | 10% Engr. & Cont. | 22,991.00 |
| | | | Total | $252,901.00 |

| | |
|---|---|
| Length of Roadway | 1.630 Miles |
| Length of Structure | 0.018 Mile |
| Total Length | 1.648 Miles |
| Cost of Roadway per Mile | $155,153.98 |

**Type Code 620B**
**4-Lane Roadway** (Sta. 304+00 to Sta. 318+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 1,500.00 |
| 59,000 | cu. yds. | General Excavation, Unclassified | $ 0.42 | 24,780.00 |
| 100 | yd. sta. | Short Overhaul | 0.01 | 1.00 |
| 0.27 | mile | Finishing Roadbed and Slopes | 800.00 | 216.00 |
| 2,800 | lin. ft. | Rounding Cutbanks | 0.15 | 420.00 |
| 4,500 | cu. yds. | Selected Roadbed Topping | 0.45 | 2,025.00 |
| 20,000 | yd. mi. | Hauling Roadbed Topping | 0.12 | 2,400.00 |
| 900 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 2.60 | 2,340.00 |
| 500 | M-gal. | Sprinkling | 2.50 | 1,250.00 |
| 100 | cu. yds. | 3/4" - 0 Material in Binder Course | 3.50 | 350.00 |
| 17 | tons | RC-3 Asphalt in Binder Course | 43.00 | 731.00 |
| 1,700 | tons | Class "B" Asphaltic Concrete | 5.75 | 9,775.00 |
| 50 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 3.75 | 187.50 |
| 4 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 41.00 | 164.00 |
| 1 | ton | RS-1 Asphalt in Oil Mat Wearing Surface | 45.00 | 45.00 |
| | | | Subtotal | $ 46,184.50 |
| | | | 10% Engr. & Cont. | 4,618.45 |
| | | | Total | $ 50,802.95 |

Length of Roadway 0.265 Mile
Cost of Roadway per Mile $191,709.24

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-Lane Roadway | $242,371.90 | $149,231.00 | $ 93,140.90 |
| 3-Lane Roadway | 252,901.00 | 156,359.00 | 96,542.00 |
| 4-Lane Roadway | 50,802.95 | 31,410.00 | 19,392.95 |
| | $546,075.85 | $337,000.00 | $209,075.85 |

RECEIVED
FEB 23 1954
FOR FILING

PPI - 1:1 ([illegible])

February 23, 1954

Bessonette & Graff
613 East Jackson
Medford, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4078, covering the Seven Oaks Overcrossing on the Pacific Highway in Jackson County, awarded January 22, 1954.

Contract No. 4084, for two grade separation structures on the Blackwell Hill-Seven Oaks Unit on the Pacific Highway in Jackson County, awarded January 21, 1954.

A copy of this contract is also being sent to the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1954
FOR FILING

[illegible]

4084

January 25, 1954

Bessonette & Graff
613 E. Jackson
Medford, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4084 for construction of Blackwell Hill-Seven Oaks Unit structures on the Pacific Highway south of Gold Hill in Jackson County. This award was based on your bid of $56,908.50, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

RECEIVED

File ✓

OREGON DISTRICT

BFI-131(15)

4084

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 21, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4084 for Oregon Project BFI-131(15), Blackwell Hill-Seven Oaks Section of the Pacific Highway, to Besonette & Graff of Medford, Oregon, low bidder in the amount of $56,908.50 at the January 21, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

20-8312 Goshen-Lowell Rock Prod. Proj., 1954
Willamette Hwy.
#4085

**OREGON STATE HIGHWAY DEPARTMENT**
(date)
June 23, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4085 | 3-final | VERNIE JARL |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 12470 | R-97186 | 726.01 | 6/22/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: April 26, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed:

POSTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 23, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
|---|---|---|
| 4085 | 3-final | VERNIE JARL |

| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
|---|---|---|---|
| 12470 | R-97186 | 726.01 | 6/22/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: April 26, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed:

RECEIVED
JUN 16 1954
FOR FILING

[illegible]

4085

June 15, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4085 for rock production on the Goshen-Lowell Section of the Willamette Highway in Lane County was completed by the contractor, Vernie Jarl, on April 26, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $726.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,172.90 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-15-54

RECEIVED
JUN 2 1954
FOR FILING

| |
|---|
| [illegible] |
| |
| [illegible] |

June 1, 1954

General Casualty Company of America
Portland Service Office
[illegible] S.W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl on contract No. 4085, for rock production on the Goshen-Lowell Section of the Willamette Highway in Lane County.

This payment, in the amount of $8,876.26, will be released to the contractor on or after June 11, 1954. The retained percentage is $756.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD
6-1-54

Form E-1—10M

# OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

20 8312

For Week Ending May 1, 19 54

Section Goshen-Lowell

Kind of work Rock Production

Highway Willamette

Section prefix 20-8312

Contractor Vernie Jarl

Contract number 4085

Date of contract Jan. 21, 19 54

Date of completion June 30, 19 54

Date work started March 5, 19 54

Estimated date of completion April 27, 19 54

Amount of contract . . . . . . . . . $ 24,766.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . $ 24,450.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . . 98%

Engineering cost to date $ 1439.20, 75 %

Date project was completed April 27, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Bulldozer and 3 men worked Monday shaping stockpiles.

Contractor finished dismanteling plant and r moved aportion of his equipment from the crushing site.

Field crew of 4 men remeasured stockpiles Thursday, April 29.

This will be the final weekl report on this project.

Signed H. E. Mayfield

Address Rm. 5, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 10,000 c.y. | | |
| Estimated quantities moved or placed to date | | | 9,800 c.y. | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................................. County, ........%; .................................. County, ........%; .................................. County, ........%; .................................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 7 | | | | | 1 | 8 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers .....1....., Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . .................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Cloudy | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

State Printing

RECEIVED
MAR 3 1954
FOR FILING

20-5512

March 2, 1954

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4085, which was awarded to you on January 21, 1954 by the State Highway Commission, covering rock production on the Goshen-Lowell Section of the Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1954
FOR FILING

23-1312

4085

January 25, 1954

Mr. Vernie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4085 for Goshen-Lowell Rock Production Project on the Willamette Highway in Lane County. This award was based on your bid of $23,700 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

21-1034 Division 2 Reoiling Proj., 1954
Oregon Coast, Monmouth & Three
#4086 Rivers Hwys.

Mr. Bocock

RECEIVED

FOR FILING

[illegible]

November 29, 1954

FINAL COST ANALYSIS

Division II Recoiling Project
Contract #4086

Central Paving Co.
R. P. Huntley, Resident Engineer

Three Rivers, Monmouth & Oregon
Coast Highways; Yamhill, Polk &
Lincoln Counties
Prefix 21-1034-201 (41)

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Preparation of Base | 13.17 | Miles | $120.00 | $71.00 | $ 935.00 | $ 1,580.40 |
| Furnish & Place Aggregate | 7,679. | Cu. Yd. | 4.95 | 4.80 | 36,881.42 | 38,011.05 |
| Furnish & Place 150-200 Asphalt | 516.98 | Ton | 36.00 | 32.08 | 16,589.13 | 18,611.28 |
| Furnish & Place RS-2 | 155.44 | Ton | 38.00 | 33.66 | 5,232.67 | 5,906.72 |
| PA #1 Purchase Excess in Stockpile | | | | | | |
| 1 1/4-3/4 | 61.9 | | 1.75 | 3.35 | - 99.04 | 108.33 |
| 3/4-1/2 | 29.7 | | 3.35 | 3.35 | 99.50 | 99.50 |
| 1/2-1/4 | 23.9 | | 3.35 | 3.35 | 80.07 | 80.07 |
| 1/4-10 | 23.1 | | 3.35 | 3.35 | 77.39 | 77.39 |
| Total . . . . . . . . . . . . . . . . . . . . . . . . | | | | | $59,796.14 | $64,474.74 |

| | |
|---|---|
| Gross Revenue | $64,474.74 |
| Total Cost | 59,796.14 |
| Net Profit | $ 4,678.60 |

Net Profit equals 7.26% of Gross Revenue

NOTED
State Highway Engineer

## Detail of Cost

| | | | | |
|---|---|---|---|---|
| Labor: | | | | |
| Labor & Supervision | | | $ 8,205.17 | |
| Labor Insurance | | | 820.52 | $ 9,025.69 |
| Materials: | | | | |
| RS-2 | 155.44 | Ton at $25.20 | 3,917.25 | |
| 150-200 | 516.98 | Ton " 22.50 | 11,632.05 | |
| Freight on Asphalt | 672.47 | Ton " 5.61 | 3,772.06 | |
| Aggregate | 8,035. | Cu. Yd. " 2.45 | 19,702.42 | 39,023.78 |
| Equipment Rentals, Supplies & Miscellaneous: | | | | |
| Equipment (Owned) | | | 5,050.50 | |
| Equipment (Rented) Trucks | | | 5,301.12 | |
| Gas, Oil and Grease | | | 1,010.05 | |
| Bond | | | 385.00 | 11,746.67 |
| Total . . . . . . . . . . . . . . . . . . . . . . . . . . | | | | $59,796.14 |

Remarks:

This was a "State Project", the contract calling for the reoiling of four units located on Oregon Coast, Monmouth Secondary and Three Rivers Highways in Lincoln, Polk and Yamhill Counties. Construction of 13.11 miles of oil mat wearing surface, Type 0-11.

Equipment used by contractor included 1,250-gal. distributor, 2 graders, 2 10-ton rollers, loader, power broom and 10 trucks.

Preparation of base was simplified due to State maintenance crews reshaping shoulders and patching breaks on treated surface until contractor commenced operation. Prior to placing of the wearing surface a power broom was used to remove all dust, loose and undesirable materials from the surface to be oiled.

Prices of aggregates were high especially hauling from Buell to Three Rivers.

Asphalt was hauled from Portland by Asbury Transports with average of $5.61 per ton. Retorting was not required.

Contractor had fair bid prices but due to long moves, high price of aggregate and adverse weather condition only a fair profit was realized.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

21-1031

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 10, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4086 | 6-Final | Central Paving Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23056 | B-108229 | $ 2,288.57 | 11/10/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: July 26, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks: Assigned to The U. S. National Bank of Portland, Ladd & Bush-Salem Branch

---

Date: 11-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

NOTED ON CARD
11-12-54

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV 3 1954
FOR FILING

#1-1134
4-56

November 1, 1954

Indemnity Insurance Company of N. America
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

ATTENTION: Mr. H. R. Buck
Superintendent

Dear Sir:

State Highway contract No. 4086 for work performed on the Division 2 Reoiling Project on the Oregon Coast, Monmouth Secondary and Three Rivers Highways in Lincoln, Polk, and Yamhill Counties was completed by the contractor, Central Paving Company, assigned to Ladd and Bush Bank Branch of US National Bank of Portland, on July 26, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $2,288.57 will be released to the contractor, assigned to Ladd and Bush Bank Branch of the US National Bank of Portland, on or after November 12, 1954. The total contract amount is $64,474.74, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
11-1-54

RECEIVED
AUG 30 1954
FOR FILING

| |
|---|
| |
| 37-[illegible] |
| 4086 |

August 27, 1954

Indemnity Insurance Company of N. A.,
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

ATTENTION: Mr. H. R. Buck
Superintendent

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to the Central Paving Company, assignment of claim to The United States National Bank of Portland, Ladd & Bush-Salem Branch, on contract No. 4086, covering reoiling on Division 2 Reoiling Project on the Oregon Coast, Monmouth Secondary and Three Rivers Highways in Lincoln, Polk and Yamhill Counties.

This payment, in the amount of $31,822.02 will be released on or after September 7, 1954. The retained percentage is $1,923.28.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

Form E-1

21-1034

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1954

Section Division 2 Reoiling Project

Kind of work Reoiling 0-11

Highway Oregon Coast, Monmouth Sec. & Three Rivers

Section prefix 21-1034

Contractor Central Paving

Contract number 4086

Date of contract January 21, 1954

Date of completion August 31, 1954

Date work started February 22, 1954

Estimated date of completion ......, 19..

Project auth., less engineering
Amount of contract $ 71,462.01

Per cent of time elapsed ...... %

Estimated cost of completed project, exclusive of engineering $ 64,573.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 5470, 100 %

Date project was completed July 26, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We sent the semi-final to the Salem office Thursday of this week.

Final Report

NOTED
SMITH

NOTED
W. C. WILLIAMS

NOTED
FORREST COO

NOTED
A. MARTIN

RECEIVED
AUG 1[illegible] 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed B P Huntley

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  | 13.17 |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  | 13.17 |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  | 7679 cu. yds.<br>672.42 tons |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ..............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ................, . . . . . ................, . . . . . ..............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING

RECEIVED
JUL 30 1954
FOR FILING

REFERRED TO Miss Lewis
BY SECRETARY

21-1034

4086

July 2[illegible], 1954

Mr. [illegible] Johnson
Attorney-in-Fact
Indemnity Insurance Company of
North America
[illegible]21 Second Avenue
Seattle 4, Washington

Dear Mr. Johnson:

This will acknowledge receipt of your letter of July 23, 1954 in which you give your consent without prejudice to the assignment given by Central Paving Company to the Ladd & Bush Branch of the U. S. National Bank of Portland of monies due Central Paving Company in connection with their contract with the State Highway Commission -- No. 4[illegible], for the Division No. 2 Reoiling Project on certain areas on state highways.

I also received today from Central Paving Company our standard assignment of claim form properly filled out and executed. In this assignment the Central Paving Company assigns to the bank all monies now due or hereafter to become due in connection with the above mentioned job.

It appears that the requirements of the State Highway Commission with respect to the assignment of funds have now been satisfied. Accordingly, we shall be pleased to honor the assignment pursuant to the provisions thereof.

Respectfully yours,

Secretary
[illegible] HIGHWAY COMM[illegible]

[illegible]

cc: U. S. National Bank of Portland
Ladd & Bush Branch
Salem, Oregon

Attention: Mr. Gibson

Central Paving Company

C. H. Maison (2)
F. Cuery

Mr. Gibson:- attached is a photo copy of the assignment

NOTED ON CARD
7-29-54

(over)

Indemnity Insurance Company
of North America

TELEPHONE NUMBER
SEneca 3360

Seattle Service Office
821 Second Avenue, Seattle 4, Washington

REFERRED Gen. File
BY SECRETARY

July 23, 1954

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Central Paving Co.

Gentlemen:

We, the Indemnity Insurance Company of North America, as surety on Job 4086 for Central Paving Company do hereby give our consent without predjudice to assignment of monies from Job 4086 to Ladd & Bush Branch, U. S. National Bank of Portland, Salem, Oregon.

Very truly yours.

F. E. Johnson
Attorney-in-fact

FEJ/hn

RECEIVED
JUL 26 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H B. GLAISYER

RECEIVED
APR 28 1954
FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

21-10[illegible]

407

Salem, Oregon
April 27, 1954

SUBJECT:

To:

5024

Mr. J. D. Walker
Division Engineer
State Highway Department
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith two copies of a letter from Desmond Fulp granting permission to enter upon certain property south of Waldport, for the purpose of removing some 5,000 yards of oil rock for use on Contract No. 4086, Division 2 Reoiling.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams

RECEIVED
APR 27 1954
Office of
STATE HIGHWAY [illegible]

## ASSIGNMENT

No. 5024 By wcw

Date: April 23, 1954

Description: Letter from Desmond Fulp, 1210 N. 14th St., Corvallis, Ore., 4-20-54 (in dup.) granting permission to enter parcel of property he owns approx. 1 mile south of Waldport on US101, to remove 5000 yds. of oil rock, (Contract #4086).

Acknowledged by ____ Referred to H.G.Smith

- __ Investigate and report with recommendation
- XXX Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr. ______
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 4-27-54 Report Received ______

---

0 North 14th Street
vallis, Oregon
1 20, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

ion

nd Fulp, of 1210 North 14th
ereby grant you permission
of property under my owner-
mile south of the City of
ay #101, for the purpose
yards of oil rock.

truly yours,

Desmond Fulp

Desmond Fulp

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

Re: Contract #4086

1210 North 14th Street
Corvallis, Oregon
April 20, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I, the undersigned, Desmond Fulp, of 1210 North 14th Street, Corvallis, Oregon do hereby grant you permission to enter upon a certain parcel of property under my ownership, located approximately one mile south of the City of Waldport, Oregon on U. S. Highway #101, for the purpose of removing some five thousand yards of oil rock.

Very truly yours,

Desmond Fulp
Desmond Fulp

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 1954
FOR FILING

21-1034

March 2, 1954

Central Paving Company
Foot of "C" Street
Independence, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4086, which was awarded to you on January 21, 1954 by the State Highway Commission, covering The Division 2 Reoiling Project on the Oregon Coast, Monmouth Secondary and Three Rivers Highways in Lincoln, Polk and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1954
FOR FILING

21-[illegible]

[illegible]

January 25, 1954

Central Paving Company
Foot of "C" Street
Independence, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4080 for Division 2 Reoiling Project on the Oregon Coast, Monmouth and Three Rivers Highways in Lincoln, Polk and Yamhill Counties. This award was based on your bid of $66,384.70 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

26-1036 Hamilton St.-Vermont St. (Port- 1954
land) Sec. of the Pacific Hwy.
#4087 West.

RECEIVED
FOR FILING

26-1036
4037

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4037 | 5-Final | Rogers Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25778 | R-110899 | $ 1,002.30 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Aug. 19, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]
Ruth Rawlings

RECEIVED
FOR FILING

26-1036
4017

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4037 | 5-Final | Rogers Construction Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25709 | R-110899 | $ 1,002.30 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Aug. 19, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]
Ruth Rawlings

RECEIVED
DEC 1 - 1954
FOR FILING

24-M.Y.

December 1, 1954

REGISTERED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York, N.Y.

Gentlemen:

State highway contract No. 4017 for work performed on the Hamilton St.-Vermont St., Portland Section of the Pacific Highway West in Multnomah County was completed by the contractor, Rogers Construction Co., on August 19, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,002.30 will be released to the contractor after acceptance by the Commission. The total contract amount is $33,312.99, of which amount $670.37 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - The Fidelity & Casualty Co. of New York
Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
12-1-54

RECEIVED
OCT 1 9 1954
FOR FILING

24 - 1014

October 18, 1954

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. on contract No. 4087, for pavement widening on the Hamilton St.-Vermont St. in Portland Section in Multnomah County.

This payment, in the amount of $3,627.57, will be released to the contractor on or after October 28, 1954. The retained percentage is $999.30.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

10-18-54

Form E-1

26-118

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 21, 1954, 19

Section Hamilton St. - Vermont St.

Kind of work Paving

Highway Pacific West (Barbur Blvd.)

Section prefix 26 - 1036

Contractor Rogers Construction Co.

Contract number 4087

Date of contract Jan. 21, 1954, 19

Date of completion Aug. 31, 1954, 19

Date work started May 10, 1954, 19

Estimated date of completion Aug. 19, 1954, 19

Amount of contract . . . . . . . . . . $ 34,255.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . . . $ 34,255.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . 100 %

Engineering cost to date $ 3,800.00, %

Date project was completed Aug. 19, 1954, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor used a Blade to peel off existing rock shoulder and placed 20 cy of 3/4"-0" in Parkway. This completes the project.

NOTED
H.G. SMITH

RECEIVED
AUG 25 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Lowell A. Johnston by P. Nelson
Lowell A. Johnston

Address Portland, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.**

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | 1.23 |
| Miles partially completed | | | | | |
| Miles completed | | | | | 1.23 |
| Total estimated quantities | | | | | 3,976 T |
| Estimated quantities moved or placed to date | | | | | 3,976 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | 1 |
| Hours per shift | | | | | 8 |
| Average force on project for week | | | | | 5 |

Percentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 4 | | | | | 1 | 5 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | 1 | | | | | | |
| Men and trucks over 3 tons | 1 | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels ..........., Power graders 1, Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers | | |
| Monday | Cloudy | | |
| Tuesday | Fair | | |
| Wednesday | Showers | | |
| Thursday | " | | |
| Friday | Cloudy | | |
| Saturday | Fair | | |

STATE PRINTING

RECEIVED
MAR 3 1954
FOR FILING

26 - 1036

[illegible]

March 2, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 4087, for pavement widening on the Hamilton St.-Vermont St. (Portland) Section of the Pacific Highway West in Multnomah County, awarded January 21, 1954.

Contract No. 4094, for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, awarded January 22, 1954.

Contract No. 4096, covering the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton and Lexington-Echo Highways in Umatilla County, awarded January 22, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1954
FOR FILING

26-11 [illegible]

4087

January 25, 1954

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4087 for 1.2 miles of pavement widening and resurfacing on the Hamilton St. - Vermont St. (Portland) Section of the Pacific Highway West (Barbur Blvd.) in southwest Portland in Multnomah County. This award was based on your bid of $33,655 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

26-1614 Bonneville Hwy. Illumination. 1954

#4088

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 12, 1954

| | | |
|---|---|---|
| (CONTRACT NO.)<br>26-1614 | (EST. NO.) | (CONTRACTOR) |
| 4088 | 2-final | WALTON BROWN ELECTRIC CO. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 6888 | B-91733 | $ 3,252.68 | 4/9/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: May 31, 1954

Time Extensions: None

Completion Date: March 26, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: ~~4-10-54~~ 4-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized April 19, 1954

H. B. Glaisyer
Secretary

Warrant Mailed: APR
caw

NOTED ON CARD
4-19-54

RECEIVED
APR 8 1954
FOR FILING

[illegible]

4071

April 7, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4088 covering Bonneville Interchange illumination on the Columbia River Highway in Multnomah County was completed by the contractor, Walton-Brown Electric Co., on March 26 and was formally accepted by the Highway Commission on April 1, 1954.

Final payment in the amount of $3,252.68 will be released to the contractor on or after April 17, 1954. The total contract amount is $4,197.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-7-54,

RECEIVED
FEB 23 1954
FOR FILING

36-1614

4088

February 23, 1954

Walton-Brown Electric Co.
Ford and Simpson
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4088, which was awarded to you on January 21, 1954 by the State Highway Commission, covering illumination installation at Bonneville Interchange on the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 17 1954
FOR FILING

26-1614

4088

February 16, 1954

REGISTERED MAIL

Walton-Brown Electric Co.
2240 Simpson Street
Salem, Oregon

Gentlemen:

Your Contract No. 4088 for the Bonneville Highway Illumination project in Multnomah County has been received in this office fully executed.

We are, therefore, returning your certified check No. 6170 drawn on the Ladd & Bush, Salem Branch of The United States National Bank of Portland, in the amount of $210.00 which you submitted with your proposal on January 21, 1954.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Accounting Division

RECEIVED
JAN 25 1954
FOR FILING

26-1614

4068

January 25, 1954

Walton-Brown Electric Company
Ford & Simpson
Salem, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, awarded to you State Highway Contract No. 4068 for installation of highway illumination at Bonneville interchange on the Columbia River Highway in Multnomah County. This award was based on your bid of $4,197 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franswa

RECEIVED
FOR FILING
26-1614

4188

Cross Referenced To:
Maint
Traffic Safety
Hwy. Lighting

45[illegible]

November 5, 1953

Mr. Terry D. Schrunk
Multnomah County
Court House
Portland 4, Oregon

Dear Sir:

In my letter of September 22 I advised you that I would investigate the matter of your suggestions for improvement of traffic conditions at the Bonneville intersection on US30.

We have completed our investigations and we find that corrective measures are very desirable to eliminate traffic accidents, which, while we are unable to explain them, seem to occur quite often at this location. We are preparing to install five mercury vapor luminaire units, place raised asphalt markers in advance of the island points, revise the island at the westerly end of the interchange, and revise the signs at the Fish Hatchery road, as you suggested.

The work we are contemplating is estimated to cost $4,500, and we are making plans to proceed as soon as equipment can be assembled and our maintenance forces can get to the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. A. G. Skelton

WCW:me lg

FORM E-30 25M 9-51 92319

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1953

**SUBJECT:** Bonneville Interchange
US30 - M.P. 37.8
Assignment WCW 4530

To: W. C. Williams
Assistant State Highway Engineer
Office

[illegible]

Investigation has been made with respect to above indicated location, all of which is an outgrowth of Sheriff Terry Schrunk's communication of September 21, last, to Mr. Baldock.

I am attaching hereto two prints of the interchange whereon are shown recommended treatment which may be summed up as follows:

1. Installation of five additional mercury vapor luminaire units. Estimated cost, $4,000.
2. Installation of jiggle bars in advance of island point at easterly end of the interchange.
3. Revision in island at westerly end of interchange involving removal and reinstallation of curb. Estimated cost, $500.
4. Sign revisions at "fish hatchery intersection" as indicated on print.

The foregoing recommendations involve a total of $4,500, which I personally think is warranted as I believe it is rather basic that any interchange of this nature should be thoroughly illuminated particularly where it is an isolated surprise proposition. The $4,000 for five luminaire units may appear high in terms of per unit cost ($800), however, will state that such estimate is based on a top-notch installation utilizing steel poles as will conform with the installation already in place and also an underground conduit job. The cost can be trimmed if you wish to go to wood poles and overhead line connection, however, again point out that this is presently a well landscaped layout with such units as are in being the steel pole mount, and I do not think it will be advisable to detract from the appearance with something less than a "quality" job.

Turning back to Sheriff Schrunk's suggested treatment, I do not believe it would be advisable to put down a white "NO PASSING" barrier line through the interchange. Other than the possibility of swinging too wide and hitting the curb on the west side of the highway, there is no reason for prohibiting passing in this section. Further, sight distance restrictions, by reason of horizontal and vertical alignment, preclude passing for an extended distance both to the east and to the west of the interchange. Thus, the mere presence of a white line in a section of excellent sight distance such as this will not, in all probability, stop passing maneuvers. Regarding yellow flashing lights on the points of the islands suggested by Sheriff Schrunk, I believe that the recommended overhead illumination will serve in lieu of such flashing lights and accomplish other betterment as well. I believe the "STOP SIGN" revisions as suggested by Schrunk are cared for in item four of our recommendation.

F. B. Crandall
Traffic Engineer

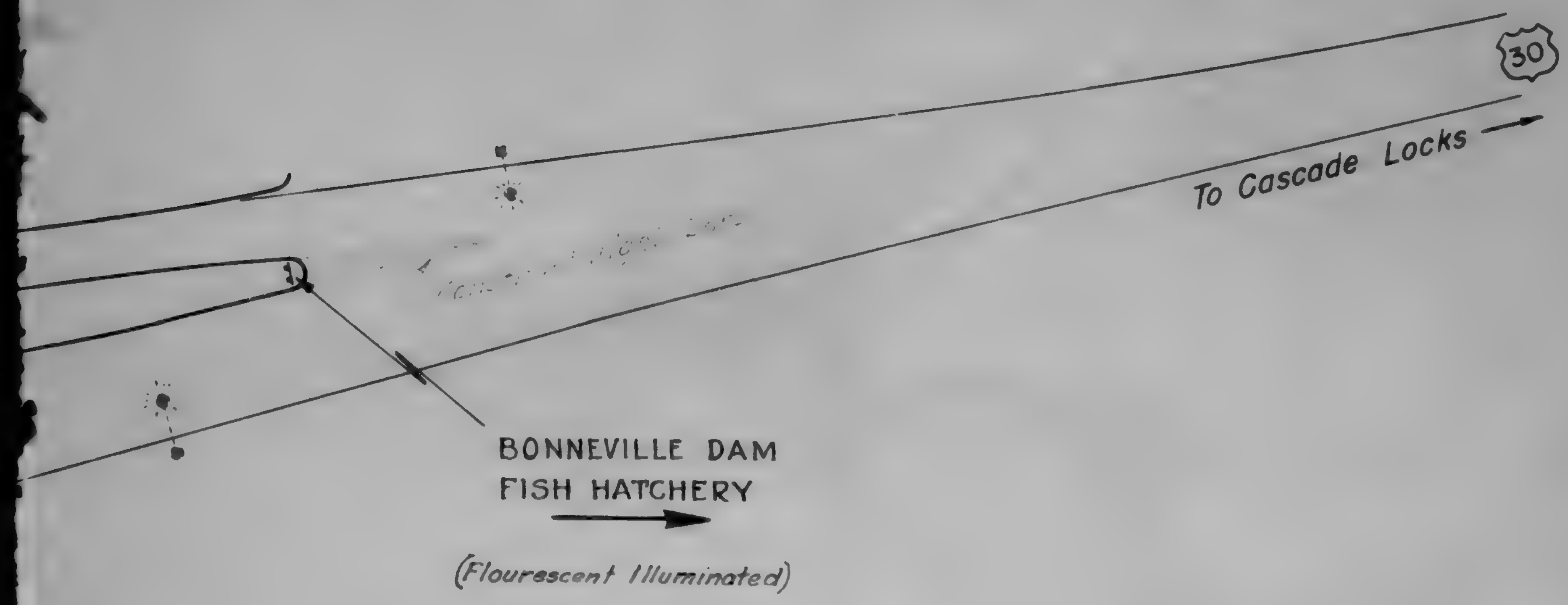
FBC:as

Attachment

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

## BONNEVILLE UNDERCROSSING

US 30 Hwy. No. 2 M.P. 37.79
Scale: As Shown September, 1953

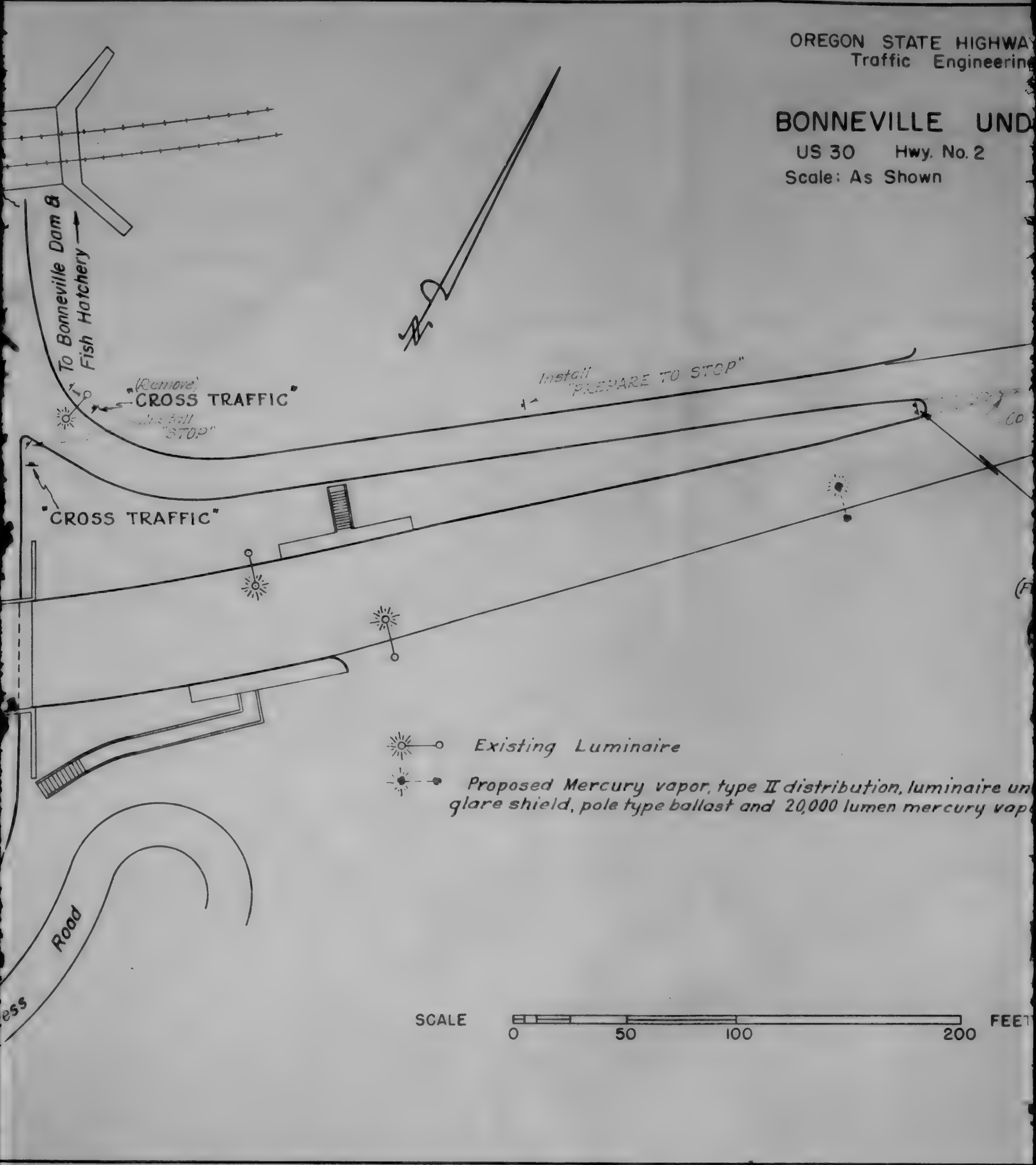

30
To Cascade Locks
BONNEVILLE DAM
FISH HATCHERY
(Flourescent Illuminated)

*II distribution, luminaire unit with*
*nd 20,000 lumen mercury vapor lamp.*

200 FEET

OREGON STATE HIGHWA
Traffic Engineerin

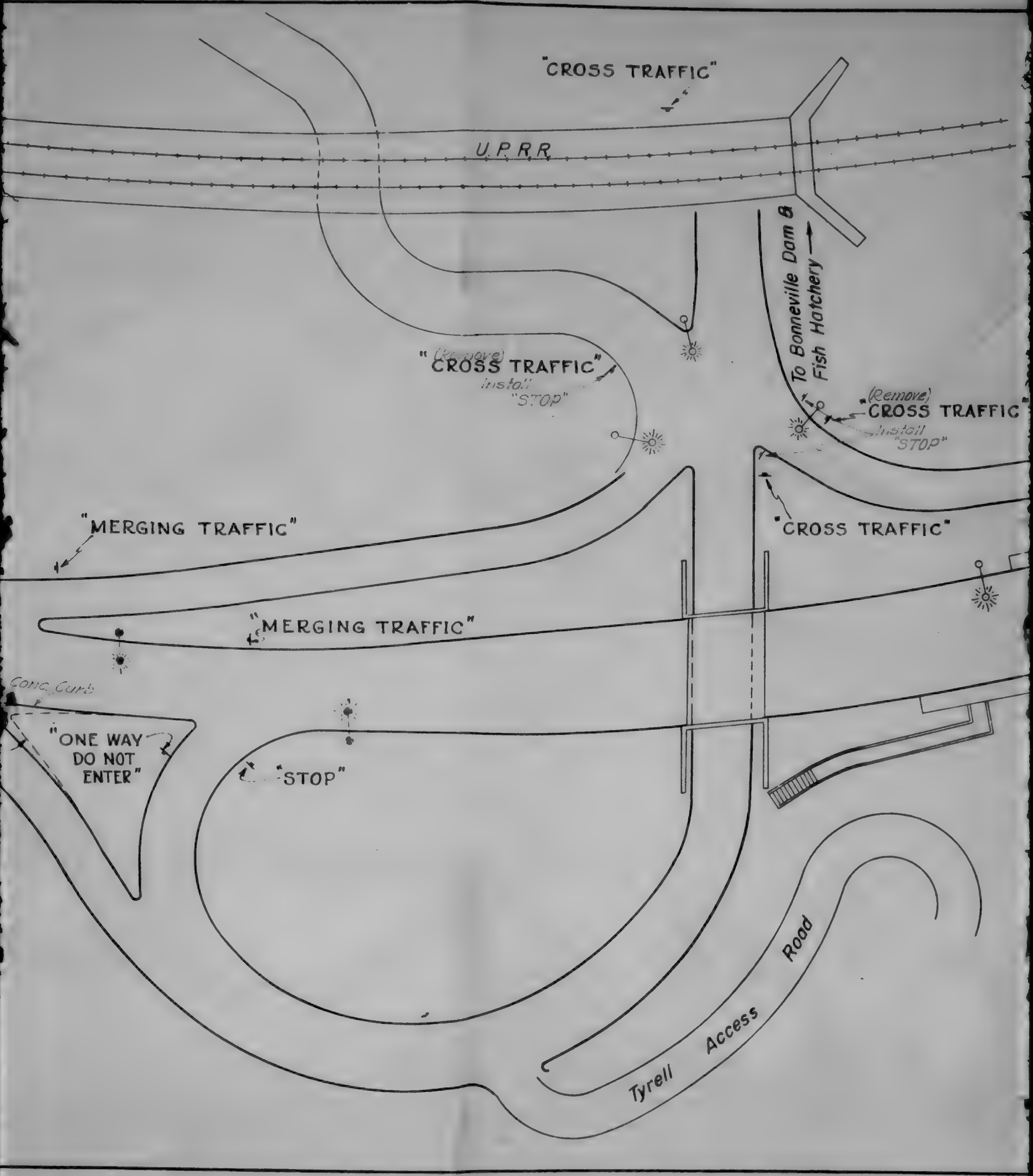
BONNEVILLE UND
US 30 Hwy. No. 2
Scale: As Shown

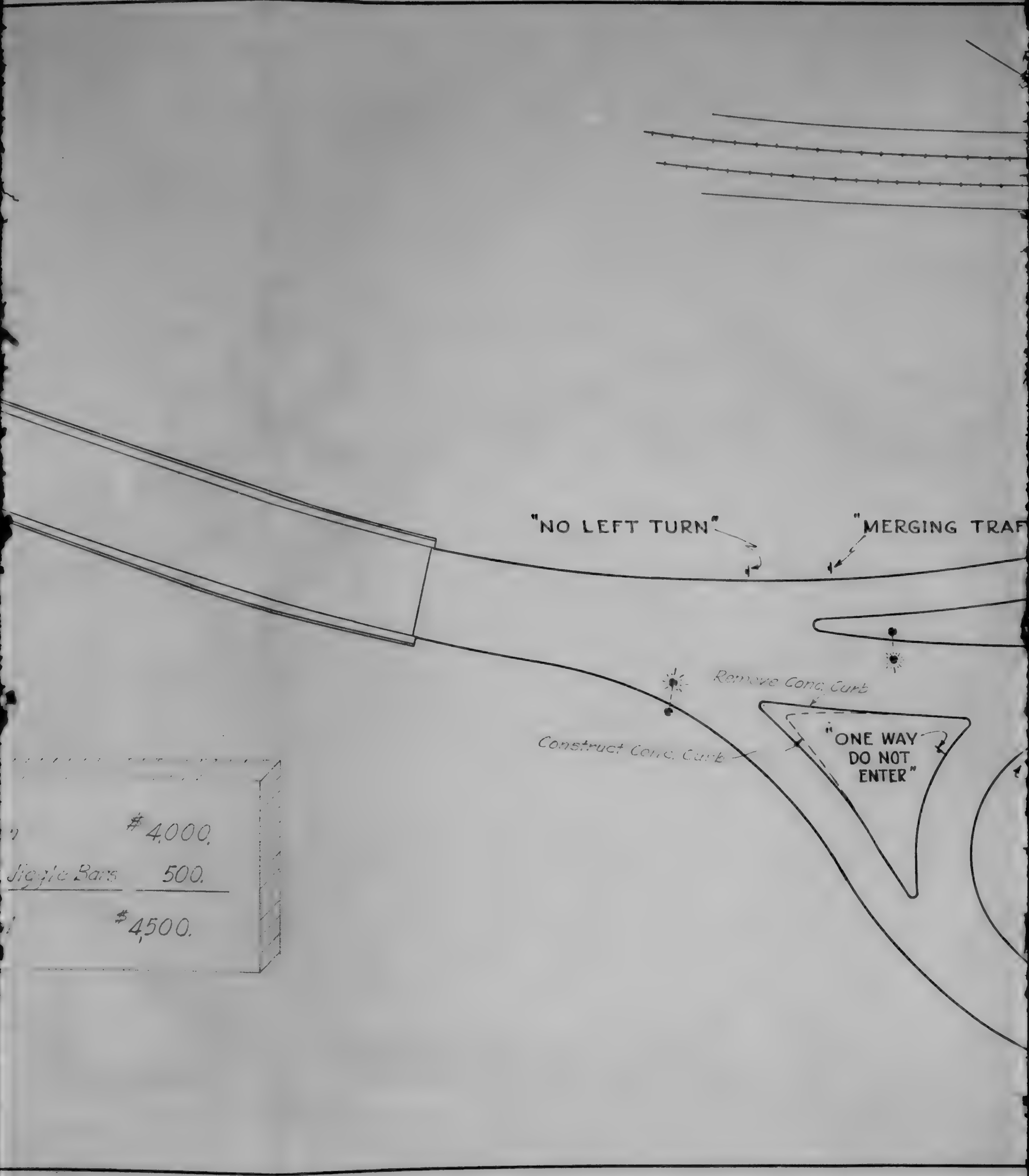

To Bonneville Dam &
Fish Hatchery →
(Remove)
"CROSS TRAFFIC"
Install
"STOP"
Install
"PREPARE TO STOP"
"CROSS TRAFFIC"
Co
(F
Road
ess

Existing Luminaire

Proposed Mercury vapor, type II distribution, luminaire un
glare shield, pole type ballast and 20,000 lumen mercury vap

SCALE
0
50
100
200
FEET


"CROSS TRAFFIC"
U.P.R.R.
To Bonneville Dam & Fish Hatchery
(Remove)
"CROSS TRAFFIC"
install
"STOP"
(Remove)
"CROSS TRAFFIC"
install
"STOP"
"MERGING TRAFFIC"
"CROSS TRAFFIC"
"MERGING TRAFFIC"
Conc. Curb
"ONE WAY
DO NOT
ENTER"
"STOP"
Tyrell Access Road


"NO LEFT TURN"
"MERGING TRAF
Remove Conc. Curb
Construct Conc. Curb
"ONE WAY
DO NOT
ENTER"
$4,000.
Jiggle Bars 500.
$4,500.

To Portland
30

| | |
|---|---|
| Illumination | $4,000. |
| Curb Const. & Jiggle Bars | 500. |
| Total | $4,500. |

C O P Y

Criminal Department
SHERIFF'S OFFICE
Terry D. Schrunk, Sheriff
Multnomah County
SPECIAL REPORT

Officer: Capt. Auborn, Capt. Stanley Clendenning, Poetz, Ranes

Subject: ONE CAR ACCIDENT (Fatal)

Auto:
L953 Ply Sdn
Ore652-746
Total Wreck
Towed to & by Cascade Auto Ser.
Cascade Locks, Oregon
Ph: Cascade 8441

Owner & Operator:
MELVIN (?) HUMPHERYS (w) 39
Rt. 1 Box 1163 Hood River, Ore
Ph: Hood River 7-9343
Occ: Mech-ODL# not obtained
Emp: Garabrant Motors
Hood River, Ore.

Passenger: (Critically injured)
MAXINE (?) HUMPHERYS (w) 40
Rt. 1 Box 1163 Hood River, Ore.
Ph: Hood River 7-9343
Occ: Housewife

Witness #1:
IVAN BRYON THOMPSON (w) 32
Rt. 1 Box 74 Selah, Wash.
Ph: Selah 76761

Witness #2:
WALTER GRADY CHRISTOPHER (w) 35
1007 Pin St. Hood River, Ore.
Ph: Hood River 6625

Pass. taken to Hood River Hosp.
by Bonneville Security Patrol
ambulance

Driver taken to Hood River Hosp.
by Chief of Police of Cascade Locks.
(John Horn)
of
Daughter/deceased & passenger in auto
of witness #2:
JENNE (?) HUMPHERYS (w) 14
Rt. 1 Box 1163 Hood River, Ore.

7:55 PM RC 12-1 12-9 Entrance to Bonneville Dam RT 23 min.

Before our arrival the Bonneville Security Patrol had taken the passenger of auto to Hood River by the Bonneville Administrations Ambulance.

On arrival operator of auto was being loaded in the station wagon of the Cascade police dept. and taken to the Hood River Hosp. where he was pronounced D.O.A.

Witness #1 stated he was traveling in an easterly direction at approx. speed of 50 MPH when the above listed auto started to pass at about the east end of the Tanner Creek bridge. Witness further stated the above auto lost control after striking the traffic seperator at the west bound exit of Bonneville dam. Witness #1 also stated he thought the operator was trying to bring auto back under control before it left the highway approx. 21'5" west of the Bonneville underpass on the north side of the highway (express #30) Witness #1 continued to state~~d~~ the auto landed upside down throwing the passenger clear, but pinning the driver in the front seat. XXXXXXXXX Auto had to be turned over to its right side up to free the driver.

Witness #2 stated he was driving in an easterly direction following above listed auto at the approx. speed of 55 MPH when the auto pulled out of the east bound traffic lane to the west bound traffic lane to pass another auto, just east of the Tanner Creek Bridge. Witness #2 stated further he thought the auto struck the traffic seperator at the west bound exit of Bonneville Dam, blowing out a tire, losing control of the auto making an "S" skid, and then left the highway at the same point as witness #1 stated.

Witness #2 stated he was a very good friend of the operator and passenger, and had been to a ball game in Portland with them. Neither the witness #2 had been drinking or the operator or the passenger, witness #2 stated.

The daughter of the operator and passenger was riding back to Hood River with the witness #2. After the accident witness #2 took all the personal belongings of the operator and passenger from the wrecked auto and stated he would taken them to the parents of the operator in Hood River, and at the same time would notify them of the accident.

Daughter was not questioned at the scene of the accident, for her apparent condition of shock. She would be staying with her grandparents in Hood River witness #2 stated. Exact address not obtained.

Multnomah County Coroners office notified at 9:36 PM. Hood River County Coroners office by Multnomah County radion dispatcher.

Highway-2 lane, 48' 5" wide, center stripe, black top paving, dry.

Weather conditions: Dry & clear, traffic, heavy, visibility-fair, nighttime,
Photos: 4 taken with camera #2 Tabs #9-10-11-12.
Diagram attached

Time: Approx. 7:45 PM (dark)

cc: County Coroner
District Attorney
Secretary of State

COPY MADE - 10-16-53 - JL

RECEIVED
SEP 24 1953
FOR FILING

September 22, 1953

Mr. Terry D. Schrunk, Sheriff
Multnomah County
Court House
Portland 4, Oregon

Dear Mr. Schrunk:

I thank you for your letter of September 21 and wish to advise you that I will make arrangements for an immediate investigation relative to your suggestions for improvement of traffic conditions at the Bonneville intersection.

We too are somewhat concerned with the number of accidents at this location, and I assure you that we will cooperate in every way to improve conditions at this location if possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:mm

cc Mr. Williams
Mr. Crandall

No. 4530
By

ASSIGNMENT

Date: September 22, 1953

Description: Letter of September 21 by Terry D. Schrunk, Sheriff of Multnomah County, regarding traffic conditions at the Bonneville intersection

Acknowledged by _____ Referred to ___Crandall ✓_______

XXXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ PLEASE RETURN TO W. C. WILLIAMS _____ signature

Assignment executed 11-3-53 Report received ________

Remarks:

---

RIFF'S OFFICE

Terry D. Schrunk
*Sheriff and Tax Collector*

lephone BRoadway 8441

RECEIVED
SEP 2? 1953
TRAFFIC ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon

Dear Mr. Baldock:

This office has experienced considerable difficulty with the traffic situation on the Upper Columbia River Highway at the Bonneville intersection. Recently, we have had several serious accidents in which only one automobile was involved. After considerable investigation of the problem in this immediate area, it is our opinion that at least some of these accidents are caused by confusions to the drivers concerned upon entering the area immediately east of the Tanner Creek bridge. As you will recall, just recently two lives were lost in a one car accident in this location.

While none of us represent ourselves as Highway Engineers and certainly do not purport to be experts in highway designs, we respectfully propose for your consideration the following four suggestions. We trust that your engineers will at least give these suggestions serious consideration and attempt to arrive at some solution which will make this area, our state highway, a little safer.

(1) Paint a white line from the Tanner Creek Bridge east to approximately 100 yards east of the east end of the divider with signs installed at both ends indicating the white line means unsafe to pass.

(2) Install yellow flashing lights on the points of the divider. The present reflectors, in our opinion, are not proving satisfactory or effective.

(3) That the exit from the Fish Hatchery Road be made a stop and so posted.

(4) That the underpass entrance to the dam for west bound traffic be made a stop and so posted.

We trust that your engineers will give this location their serious attention as soon as possible with the hopes of saving lives and preventing accidents.

Very truly yours,

Terry D. Schrunk
TERRY D. SCHRUNK, SHERIFF

TDS:ym

RECEIVED
SEP 22 1953
OFFICE OF
STATE HIGHWAY ENGINEER

# MULTNOMAH COUNTY SHERIFF'S OFFICE

**Terry D. Schrunk**
*Sheriff and Tax Collector*

**Court House** **Portland 4, Oregon** **Telephone BRoadway 8441**

RECEIVED
SEP 23 1953
TRAFFIC ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS

September 21, 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

This office has experienced considerable difficulty with the traffic situation on the Upper Columbia River Highway at the Bonneville intersection. Recently, we have had several serious accidents in which only one automobile was involved. After considerable investigation of the problem in this immediate area, it is our opinion that at least some of these accidents are caused by confusions to the drivers concerned upon entering the area immediately east of the Tanner Creek bridge. As you will recall, just recently two lives were lost in a one car accident in this location.

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(3) That the exit from the Fish Hatchery Road be made a stop and so posted.

(4) That the underpass entrance to the dam for west bound traffic be made a stop and so posted.

We trust that your engineers will give this location their serious attention as soon as possible with the hopes of saving lives and preventing accidents.

Very truly yours,

Terry D Schrunk

TERRY D. SCHRUNK, SHERIFF

TDS:ymr

RECEIVED
SEP 22 1953
OFFICE OF
STATE HIGHWAY ENGINEER

F-177(2) Monroe Bridge Sec., Pacific 1954
Hwy., W. at Monroe
#4089

RECEIVED
1955

F-177 (8)
4057

*file 3*

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 25, 1955

State Highway Department
State Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

We are enclosing a copy of correspondence between the Barnum Tool Company and Murray Brothers Construction Company which we believe has some connection with your contract no. 4089, Murray and Stanford.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By PMGemmell

P. M. Gemmell, Manager
Claims Auditing Division

PMG:nd
Enc.

[illegible]

RECEIVED
MAY 26 1955
OREGON
STATE HIGHWAY COMMISSION

PHONE 1162-W 1260 E. FIRST ST.

MURRAY BROTHERS CONSTRUCTION CO.

BOX 191 BEND, OREGON

May 23, 1955

Barnum Tool Company
3629 Franklin Blvd.
Eugene, Oregon

Gentlemen:

We would like to have you give us the number of the acetylene cylinder #4 you claim we have not returned to you. We cannot locate it on our premises and we also find that two of our cylinders, one acetylene and one oxygen are missing.. If you will send us the number of the tank, we can easily tell if it has ever been in our stock and perhaps traded off.

We would also like to know why you intend to charge us for demurrage on the tank plus the cost of the tank. We cannot understand the logic in billing us for rent on a piece of equipment you also want to be paid in full for.

We would like to clear up this matter as soon as possible, but do not feel that we should be billed for something we are not liable for.

Very truly yours,

Murray Bros. Construction Co.

Oscar J. Murray

Contract #4084

Murray & Stanford

COPY

Copy to: Secretary of State
Salem, Oregon

United Pacific Insurance Co.
Tacoma, Washington

Gordon Randall Agency
Bend, Oregon

SECRETARY OF STATE
RECEIVED
MAY 25 1955
EARL T. [illegible]

RECEIVED
MAY 19 1955
FOR FILING

F-177(2)
4-51

D. Lewis

May 18, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Barnum Tool Company, 3629 Franklin Boulevard, Eugene. The claim is in the sum of $25.93 for demurrage charges on an acetylene cylinder furnished to the contractor on State Highway Contract No. 4089 for work on the Monroe Bridge Section of the Pacific Highway West in Benton County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Murray & Stanford
1250 East First Street
Bend, Oregon

Gordon Randall Agency
233 Oregon Avenue
Bend, Oregon

NOTED ON CARD

AIR, ELECTRIC AND HAND TOOLS · WELDING SUPPLIES AND GASSES

**BARNUM TOOL COMPANY**

5629 FRANKLIN BLVD.
EUGENE, OREGON

May16, 1955

Secretary of State,
Salem, Oregon.

Re: State Highway Contract
No. 4089
Monroe Bridge Section

Murray & Stanford, contractor

Surety: United Pacific Ins. Co.

Gentlemen:

Notice is hereby given that the undersigned, Barnum Tool Company, has a claim for one acetylene cylinder and accrued demurrage charges on same in the sum of $25.93 as of April 25, 1955, against the bond taken from The United Pacific Insurance Co. for the work of State Highway Contract No. 4089 referred to above.

The amount stated above will continue to increase at the rate of 3¢ per day to cover demurrage on the cylinder until settlement is reached.

Yours very truly,

BARNUM TOOL COMPANY

MDBarnum

MDB:hs

SECRETARY OF STATE
RECEIVED
MAY 17 1955
EARL T. NEWBRY

File no 3508

FILED
MAY 17 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAY 19 1955
FOR FILING

F-177 (2)
4 [illegible]

B Lewis

May 18, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Gentlemen:

Thank you for your letter of May 17 to which were attached three copies of a claim filed with your office by the Barnum Tool Company against Murray & Stanford for demurrage charges on an acetylene cylinder, in the sum of $25.93. The claim is against Highway Contract No. 4089 and bears your file No. 3508.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 17, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today, a notice of claim in the sum of $25.93 by Barnum Tool Company, against the bond taken from Murray & Stanford, Principal, and United Pacific Insurance Co., Surety, for the work of State Highway Contract No. 4089, our file No. 3508.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo A Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
MAY 18 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
APR 29 1955
FOR FILING

April 27, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a letter and a statement of claim submitted to us by Barnum Tool Company, 3629 Franklin Boulevard, Eugene, Oregon, against Murray & Stanford, 1250 East First Street, Bend, Oregon, for an acetylene cylinder furnished on Contract No. 4089 for construction on the Monroe Bridge Section of the Pacific Highway West in Benton County. The claim is in the sum of $25.93 and bears the date of July 28, 1954.

We provide this information as your Company appears as surety on the Performance Bond furnished with the contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Murray & Stanford
1250 East First Street
Bend, Oregon

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 29 1955
FOR FILING

F-1103
4089

F-1103

April 27, 1955

Barnum Tool Company
3629 Franklin Boulevard
Eugene, Oregon

Attention: Mr. M. D. Barnum

Gentlemen:

This is to acknowledge your letter of April 25 advising that you have a claim against Murray & Stanford in the sum of $25.93 for an acetylene cylinder used on Contract No. 4089 for work on the Monroe Bridge Section of the Pacific Highway West in Benton County.

This contract was completed November 13, 1954, accepted by the Highway Commission on January 18, 1955, and final payment mailed to the contractor on March 2, 1955. The United Pacific Insurance Company furnished the bond for this contract through Gordon Randall Agency, 233 Oregon Avenue, Bend, Oregon.

If you wish to protect your claim against the bond for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure in preparing this filing.

Your claim will be noted in our records and we will advise the Surety and the Contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
g

AIR, ELECTRIC AND HAND TOOLS · WELDING SUPPLIES AND GASSES

**BARNUM TOOL COMPANY**
3629 FRANKLIN BLVD.
EUGENE, OREGON

April 25, 1955

Oregon State Highway Department,
Salem, Oregon.

Re: State Highway Contract
No. 4089
Monroe Bridge Section
Murray & Stanford, contractor

Gentlemen:

Notice is hereby given that the undersigned, Barnum Tool Company, has a claim for one acetylene cylinder and accrued demurrage on same in the sum of $25.93 against the bond taken from The United Pacific Insurance Co. for the work of State Highway Contract No. 4089 referred to above.

Yours very truly,

BARNUM TOOL COMPANY
M.D. Barnum
Partner

MDB:hs

REFERRED TO
BY SECRETARY

NOTED ON CARD

HAND-POWER TOOLS
OXYGEN-ACETYLENE
OIL FILTER CARTRIDGES

PHONE 4-7363

BARNUM TOOL COMPANY
3629 FRANKLIN BLVD., EUGENE, OREGON

INVOICE NO.

DATE 4/25/55

YOUR ORDER NO.

Sold To Murray & Stanford
Box 191
Address Bend, Ore.

| ✓ | ORDERED | SHIP'D | DESCRIPTION | NET TOTAL |
|---|---|---|---|---|
| | | 1 | Acetylene Cylinder only | 25.00 |
| | | | Demurrage accrued to April 20 @ 3¢ per day | .93 |
| | | | Delivered on Inv. 9353, 7/28/54<br>from our warehouse stock at Monroe Motors, Monroe, Ore.<br>Empty cylinder not returned. | 25.93 |

---

procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Attach.

NOTED ON CARD

RECEIVED
MAR 11 1955
FOR FILING

F-1770
4 [illegible]

Files

March 10, 1955

Barnum Tool Company
3629 Franklin Boulevard
Eugene, Oregon

Gentlemen:

We have a carbon copy of a letter that you wrote to The United Pacific Insurance Co. concerning your claim against Murray & Stanford for an acetylene cylinder used on the Monroe Bridge job, our Contract No. 4089. This contract was completed November 13, 1954 and accepted by the Highway Commission on January 18, 1955.

You have already notified the surety concerning your claim but if you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in the event that you wish to prepare such a filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Attach.

NOTED ON CARD

AIR, ELECTRIC AND HAND TOOLS · WELDING SUPPLIES AND GASSES

BARNUM TOOL COMPANY
3629 FRANKLIN BLVD.
EUGENE, OREGON

March 8, 1955

NOTED
H. R. GLAISYER

The United Pacific Insurance Co.,
c/o Gordon Randall Agency,
233 Oregon Avenue,
Bend, Ore.

Re: Murray & Stanford
State Highway Contract
No. 4089, Monroe Bridge

Gentlemen:

We have had corespondence with subject company relative to an acetylene cylinder used on the Monroe Bridge job which has not (according to our records) been returned. All possible information has been supplied them along with a request that they give us the date and number of any receipt that we do not have. In view of the fact that this information has not been supplied us, we must assume that the cylinder is still due us.

The amount of money involved is $25.00 for the cylinder plus demurrage at 3¢ per day from Nov. 20th 1954 until the account is paid or an agreement that payment will be made is reached.

You can appreciate that a statement by Murray and Stanford that they believe the cylinder was returned is not sufficient without some supporting evidence. We have exhausted our means of checking without finding evidence that it might have been returned.

Please consider this letter as notice that we intend to make a claim. Anything you can do to help clear this up will be appreciated.

Yours very truly,

BARNUM TOOL COMPANY

MDB:hs
cc: Ore St Hwy Comm. ✓
cc: Murray & Stanford

NOTED ON CARD

RECEIVED
MAR 9 1955
OREGON
STATE HIGHWAY COMMISSION

8

RECEIVED
MAR 3 1955
FOR FILING

F-1991 (2)
4089

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 1, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4089 | 8-Final | Murray & Stanford Assigned to Harrisburg Sand & Gravel Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 27130 | R-116739 | $ 6,557.36 | 3/2/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: **Nov. 30, 1954**

Time Extensions: **None**

Completion Date: **Nov. 13, 1954**

Date Accepted: **Jan. 18, 1955**

Penalties: **None of record**

Claims: **Claim filed by Harrisburg Sand & Gravel Co. in sum of $8,929.59**

Remarks:

**Assignment of Claim made to Harrisburg Sand & Gravel Co. of final payment amounting to $6,557.36.**

---

Date: **3-1-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 25 1955
FOR FILING

F-177(2)

5

February 24, 1955

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Edward Boyle
Branch Claims Manager

Gentlemen:

I have just received your letter of February 23, 1955 stating your consent to the assignment given by Murray and Stanford to Lebanon-Harrisburg Sand and Gravel Company of the final amount due Murray and Stanford from the State for performance of work under State Highway Contract 4089, construction of the Monroe Bridge Project, said amount being $6,557.36.

It now appears that the requirements of the State Highway Commission have been satisfied with respect to this assignment. Accordingly, I am instructing the Commission's Chief Auditor today to honor the assignment in making payment of the amount now due Murray and Stanford. The warrant in payment of the final estimate will be released shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Murray and Stanford
Box 191
Bend, Oregon

C. H. Maison (2)
F. Query

Mr. Maison:

I hand you herewith a signed copy of the assignment referred to in the above letter. Also attached is a photo copy of the letter from the United Pacific Insurance Company consenting thereto. It will now be satisfactory for you to release the final payment to Murray and Stanford, assigned to Lebanon-Harrisburg Sand and Gravel Company.

HBG

OVER

February 22, 1955

Murray Brothers Construction Company
Box 191
Bend, Oregon

Attention: Mr. Oscar J. Murray

Gentlemen:

Acknowledgment is made of your letter of February 18, 1955 transmitting the original and one copy, both signed, of an assignment whereby you assign to the Lebanon-Harrisburg Sand and Gravel Company final payment due you from the State of Oregon for work performed under State Highway Contract 4089, construction of the Monroe Bridge Project, said payment being in the sum of $6,557.36.

We shall be pleased to honor the assignment when we receive a letter from the United Pacific Insurance Company consenting to the assignment without prejudice to the bond as explained to you in my letter of January 3, 1955.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Edward Boyle
Branch Claims Manager

PHONE 1162-W
1260 E. FIRST ST.

MURRAY BROTHERS CONSTRUCTION CO.

BOX 191
BEND, OREGON

February 18, 1955

Oregon State Highway Commission
Salem, Oregon

Attn: H. B. Glaisyer

Gentlemen:

Enclosed are the original and signed copy of the Assignment of Claim on the construction of the Monroe Bridge project as requested by your letter of January 3, 1955.

Very truly yours,

Murray Bros. Construction Co.

Oscar J. Murray

Enclosure

RECEIVED
FEB 21 1955

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 4 - 1955
FOR FILING

F-1776(5)

January 3, 1955

REFERRED TO Query BY SECRETARY [illegible]

NOTED FLOYD QUERY

Mr. Oscar J. Murray
P. O. Box 191
Bend, Oregon

Dear Mr. Murray:

I have received a carbon copy of a letter directed to you by Mr. Edward Boyle, Branch Claims Manager of the United Pacific Insurance Company, dated December 30, 1954, regarding the assignment to the Lebanon-Harrisburg Sand and Gravel Company of the final payment on the contract awarded to you and Mr. Stanford, No. 1089 for construction of the Monroe Bridge project.

We assume from this letter that it is your intention to proceed with such an assignment and such being the case, I enclose an assignment form for the purpose. This has been prepared in quintuplet, and we will expect you to return to us the original and one copy, both executed, for further handling. We must also have a letter from United Pacific Insurance Company consenting to the assignment, without prejudice to the bond. Inasmuch as the assignment of the funds is a suggestion of the Bonding Company, you will have no difficulties in obtaining such a letter.

We assume that you will take care of this matter within the next few days. In the meantime, our Chief Auditor is being instructed to withhold payment of the final warrant.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG;mm

Enclosure
cc: C. H. Maison
cc: United Pacific Insurance Company
647 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Edward Boyle
Branch Claims Manager

NOTED ON CARD

United Pacific Insurance Company

December 30, 1954

Mr. Oscar J. Murray
P. O. Box 191
Bend, Oregon

Re: 63-8330 Oscar J. Murray, Principal
State of Oregon, Obligee
Highway Contract #4089

Dear Mr. Murray:

Just a few minutes after our telephone conversarion Home Office called in respect to the letter which we received from the Oregon State Highway Department in connection with the final payment in the amount of $6,557.36. The department advised the same would be released to the contractor after acceptance by the commission.

As you know the Lebanon-Harrisburg Sand and Gravel Company filed with the secretary of state their claim in the sum of $8,929.59. Although I explained our conversation, Home Office believes and recommends that you authorize the Highway Department to make the final payment payable to the Lebanon-Harrisburg Sand and Gravel Company. To me this seems reasonable and as result of our conversation, believe that you will agree.

In order that the Oregon State Highway Department may be informed of this proposal, a copy of this letter is being directed to them.

It will be much appreciated if you would kindly let us have a copy of your letter to the Highway Department.

Very truly yours

Edward Boyle
Branch Claims Manager

EB:lg

cc:Oregon State Highway Dept., Salem

NOTED
FLOYD QUERY

RECEIVED
DEC 31 1954
OREGON
STATE HIGHWAY COMMISSION

LETTER TO Murray
DATE 1/3/55

cc: Murray

NOTED ON CARD

RECEIVED
DEC 24 1954
FOR FILING

F - 177 (2)
-1059

December 24, 1954

REGISTERED MAIL

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4089 for work performed on the Monroe Bridge on Pacific Highway West in Benton County was completed by the contractor, Murray & Stanford, on November 13, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,557.36 will be released to the contractor after acceptance by the Commission. The total contract amount is $78,509.39, and no force account work was performed on the project.

Claims have been filed against this contract by Fred Stovall and Lebanon-Harrisburg Sand & Gravel Company, concerning which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

NOTED ON CARD
de

PHONE 401 1260 E. FIRST ST.

MURRAY AND STANFORD

BOX 191 BEND, OREGON

RECEIVED

FOR FILING

F-177 (21)

December 21, 1954

Mr. Fred Stevall
525 East First Avenue
Albany, Oregon

Dear Sir:

Enclosed is our check in the amount of $489.05 to cover labor and materials used on the Monroe Bridge as per your statement of Dec. 4, 1954.

We want you to know that we are very displeased that you notified the Oregon Highway Dept. of a claim against us even before sending us a statement. We received a letter from the Highway Dept. advising that you had filed a claim prior to November 30, yet your statement to us is dated December 4, 1954.

Yours truly,

Orval Johnson Jr.

Orval Johnson Jr.
Office Manager

Encl. Ck. #3196

NOTED
FLOYD QUERY

cc - Oregon Highway Dept. ✓
Salem, Oregon

United Pacific Insurance Co.
627 Board of Trade Bldg.
Portland, Oregon

RECEIVED
DEC 24 1954
OREGON
STATE HIGHWAY COMMISSION

D ON CARD

RECEIVED
FOR FILING
F - 1476

December 15, 1954

Mr. Fred Stovall
525 East First Avenue
Albany, Oregon

Dear Sir:

Thank you for your letter of December 13th in which you itemized the details of your claim against Murray and Stanford on Contract No. 4089 for work on the Monroe Bridge. As we add it, your claim totals $496.55.

In your letter we note that you have sent a copy of the claim to United Pacific Insurance Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

REFERRED TO [illegible]
BY SECRETARY

[illegible]

December 13, 1954

4089

OREGON STATE HIGHWAY COMMISSION
H. B. Glaisyer
Salem, Oregon

Dear Sir:

I sent my claim to the UNITED PACIFIC INSURANCE COMPANY about the Monroe job.

Here is the list of the amount of the contract. Roy Kennon, the Resident Engineer of Corvallis, came to me and told me that I would get my money if I did the job.

Here is run down of the job:

| | | |
|---|---|---|
| Fred Stovall<br>Albany, Oregon | 15 days $30.00 | $450.00 |
| Harry Hamilton<br>Eugene, Oregon | Rent of hand rail hooks | 10.00 |
| John Carrick<br>Albany, Oregon | Rent of grinder two days | 10.00 |
| Willard Charles<br>Alpine, Oregon | Rent of boat | 5.00 |
| T. Bellchambers<br>Junction City, Oregon | Rental on pickup 1/2 day | 10.00 |
| Materials------------ | Sand cement lime | 6.55 |
| Shirley Delano<br>331 East 3rd Avenue<br>Albany, Oregon | Secretary fees | 5.00 |
| | | 496.55 |

Fred Stovall

12-9-54

RECEIVED
DEC 13 1954
FOR FILING

December 9, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of December 6th to which was attached three copies of a claim filed with your office by the Lebanon-Harrisburg Sand and Gravel Company against Murray and Stanford for materials furnished on Contract No. 4089 being the Monroe Bridge on the Pacific Highway West. The amount of the claim is $8,929.59 and bears your file No. 3468.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAC:mdm

POSTED ON CARD
12-9-54

RECEIVED
DEC 13 1954
FOR FILING

F-177 (2)

December 9, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of December 6th to which was attached three copies of a claim filed with your office by the Lebanon-Harrisburg Sand and Gravel Company against Murray and Stanford for materials furnished on Contract No. 4089 being the Monroe Bridge on the Pacific Highway West. The amount of the claim is $8,929.59 and bears your file No. 3468.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAS:mdm

TED ON CARD
12-9-54

**EARL T. NEWBRY**
SECRETARY OF STATE
SALEM, OREGON

Dec. 6, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Lebanon-Harrisburg Sand & Gravel Company, and filed as of this date a notice of claim for furnishing Ready Mixed concrete, crushed gravel and asphaltic concrete in the sum of $6,929.59, against the bond taken from Murray and Stanford Const. Co., Principal, and The United Pacific Insurance Company for the construction of the Monroe Bridge and paving approaches and miscellaneous work pertaining thereto, on the Pacific Highway 99 West in Benton County, Highway Contract No. 40[illegible], our File No. 3468.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

RECEIVED
DEC 7 1954
OREGON
STATE HIGHWAY COMMISSION

12-6-54, jl

RECEIVED
DEC 13 1954
FOR FILING

December 9, 1954

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Lebanon-Harrisburg Sand and Gravel Company against Murray and Stanford for concrete, crushed gravel and asphaltic concrete furnished for use in Contract No. 4089 being work on the Monroe Bridge on the Pacific Highway West in Benton County. The claim is in the sum of $8,929.52.

This information is furnished as your company appears as surety on the performance bond furnished with the contract described.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]: da
Attach.

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Gordon Randall Agency
233 Oregon Avenue
Bend, Oregon

Murray & Stanford
1250 East First Street
Bend, Oregon

12-9-54

HARRISBURG SAND & GRAVEL COMPANY
MORSE BROS.

P.O. BOX 117 . HARRISBURG, OREGON . PHONE 462

Dec. 3, 1954

State of Oregon
Sec. of State
Salem, Oregon

To State of Oregon

Notice hereby is given that the undersigned, Lebanon-Harrisburg Sand & Gravel Company has a claim for furnishing Ready Mixed concrete, furnishing and placing crushed gravel, and asphaltic concrete in the sum of Eight Thousand Nine Hundred Twenty Nine Dollars and Fifty Nine Cents ($8,929.59) against the bond taken from Murray and Stanford Const. Co. and The United Pacific Insurance Company for the work of State Highway Contract No. 40[illegible]9 for the construction of the Monroe Bridge and paving approaches and miscellaneous work pertaining thereto, on the Pacific Highway 99 West in Benton County.

Lebanon-Harrisburg Sand & Gravel Co.

[illegible]

RECEIVED
DEC 2 - 1954
FOR FILING

1 - [illegible]

December 2, 1954

Lebanon-Harrisburg Sand & Gravel Co.
66 E. Sherman St.
Lebanon, Oregon

ATTENTION: Joseph D. Morse

Dear Mr. Morse:

We have been advised by Mr. Gardner of the Bridge Department that you may wish to file a claim against Murray & Stanford for labor and materials furnished on State Highway contract No. 4089 for construction of the Monroe Bridge on the Pacific Highway West in Benton County.

The United Pacific Insurance Company, through the Gordon Randall Agency, 233 Oregon Ave., Bend, Oregon, furnished the bond for this contract. The bond assures satisfactory completion of the project and also the payment of all bills incurred in it. This contract to date has not been completed.

If you wish to file claim, it is suggested that you send a copy of it to this office and also to the Surety. If you feel that it may be necessary to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, you should file your claim with the Sec. of State. For your convenience in preparing such a file, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. It is our understanding that you may wish to file a claim against this contract, and this letter is written simply to advise you as to what steps may be taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:cl

enclosure 1

RECEIVED
DEC 1 - 1954
FOR FILING

1 - 1077-1
[illegible]

no liens

November 30, 1954

Mr. Fred Stovall
525 East First Avenue
Albany, Oregon

Dear Mr. Stovall:

Your letter to Mr. Joe Skelton concerning work that you performed for Murray & Stanford on the Monroe Bridge has been forwarded to this office for a reply.

The United Pacific Insurance Company through Gordon Randall Agency, 233 Oregon Avenue, Bend, furnished the bond with this contract. The bond is given to assure satisfactory completion of the work and the payment of all bills incurred in the contract. The contract has not yet been completed.

If you are unable to secure settlement of your claim directly with the contractor, it might be well to file your claim with the surety. Also, if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, you should file it with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure for this filing.

Would you please send us the amount and nature of your claim so that our records may be complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD
11-30-54

P.S. Our contract no. 4089

files

Floyd - This man ne
want to file a claim -
Will you give him the
dope on how to go
about it ?
cag

ork do it.
I can't get no response from
them on my time and
equipment. I sent him my
time. All bills are to be
paid before he gets his final
check. Wish you would check
for me.

Yours truly
Fred Stovall

Phone W.A. 8 9167

NOTED
J. T. SKELTON

r. Fred Stovall,
which he stated
ted amount for
the Pacific High-
o. 4089.

asmuch as your con-
bond furnished with

ours

HIGHWAY COMMISSION

627 Board of Trade Building
Portland 4, Oregon

Murray & Stanford
1250 East First Street
Bend, Oregon

NOTED ON CARD
1-30-54

Fivis

Albany - Oregon

Dear Sir,

I finished the bridge for Stanford at "Monroe-Ore, Roy Fenron asked me to do it.

I can't get no response from them on my time and equipment. I sent him my time. All bills are to be paid before he gets his final check. Wish you would check for me,

Yours truly

Fred Stovall

Phone W.A. 8 9167

NOTED
J. T. SKELTON

r. Fred Stovall,
which he stated
ted amount for
the Pacific High-
o. 4089.

nsmuch as your con-
bond furnished with

ours

HIGHWAY COMMISSION

627 Board of Trade Building
Portland 4, Oregon

Murray & Stanford
1250 East First Street
Bend, Oregon

NOTED ON CARD

11-30-54

RECEIVED
DEC 1 - 1954
FOR FILING

F-1196
4089

November 30, 1954

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

We have received a letter from Mr. Fred Stovall, 525 East First Avenue, Albany, Oregon, in which he stated that Murray and Stanford owe him an unstated amount for work he performed on the Monroe Bridge of the Pacific Highway West in Benton County, our Contract No. 4089.

This information is provided inasmuch as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:adm

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Murray & Stanford
1250 East First Street
Bend, Oregon

NOTED ON CARD

~~11-30-54~~ s.t.

RECEIVED
NOV 4 1954
FOR FILING

F-1991-1
4089

November 3, 1954

United Pacific Insurance Company
Gordon Randall Agency
233 Oregon Avenue
Bend, Oregon

Gentlemen:

A letter has been received from the L. P. Miller Lumber Company of Monroe, Oregon, in which they write as follows:

> "We would like to inform you that Murray & Stanford, contractors, have made final payment for lumber which they purchased from us for use on the State Highway contract #4089."

This apparently pertains to their claim of $669.00 filed in this office on September 17, 1954 for materials furnished on the Monroe bridge section of the Pacific Highway West.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:do

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: Murray & Stanford
1250 East First St.,
Bend, Oregon

NOTED ON CARD
11-3-54

RECEIVED
NOV 4 1954
FOR FILING

F 177 (2)
40 1

Liens &

November 3, 1954

I. P. Miller Lumber Company
Monroe
Oregon

ATTENTION: Z. O. Epley
Office Manager

Dear Sir:

Thank you for your letter of October 28th stating that Murray & Stanford have made final payment for lumber purchased from your Company for use on state highway contract #4089.

We will notify the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

11-3-54, S

**I. P. MILLER LUMBER COMPANY**

MANUFACTURERS OF
**DOUGLAS FIR LUMBER**
MONROE, OREGON

October 28, 54

State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glarsyer, Sec.

Dear Sir:

We would like to inform you that Murray & Stanford, contractors, have made final payment for lumber which they purchased from us for use on the State Highway Contract #4089.

Sincerely yours,

I. P. MILLER LUMBER CO.

Z. O. Epley

Z. O. Epley, Office Mgr.

ZOE/ldl
cc: Mr. Gorden Randall

REFERRED TO

RECEIVED
STATE [illegible] COMMISSION

10-28-54, gf

files

RECEIVED
SEP 24 1954
FOR FILING

F-17761
4089

UNITED PACIFIC
*Insurance Company*
HOME OFFICE
MEDICAL ARTS BUILDING
TACOMA 1, WASHINGTON

September 23, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

NOTED
FLOYD QUERY

Re: Our Bond No. 210705
Murray & Stanford, Principal
State Highway Contract No. 4089,
Monroe Bridge, Pacific Highway West,
Benton County

Gentlemen:

This is to acknowledge receipt of your letter of September 21, 1954, with reference to the claim of the I. P. Miller Lumber Company of Monroe. We are referring the matter to Mr. Boyle, our Portland, Oregon, claim manager, 627 Broad of Trade Building, Portland 4. Mr. Boyle or one of his associates will immediately inquire as to the problem involved. Thank you for advising us.

Very truly yours,

Harold L. Hawkins
Harold L. Hawkins
Legal Department

HLH:os

cc: Mr. Edward Boyle
Portland Office
Enc.

RECEIVED
SEP 24 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1954
FOR FILING

Lewis

September 21, 1954

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

A letter has been received from the I. P. Miller Lumber Company of Monroe stating that they have a claim for lumber furnished to Murray and Stanford in the amount of $669.00. This material was furnished for State Highway Contract No. 4[illegible]89 for construction of the Monroe Bridge on the Pacific Highway West in Benton County.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM:tdm

cc - Gordon Randall Agency
233 Oregon Avenue
Bend, Oregon

United Pacific Insurance Co.
627 Board of Trade Building
Portland 4, Oregon

Murray and Stanford
1250 East First Street
Bend, Oregon

NOTED ON CARD
9-21-54

RECEIVED
SEP 23 1954
FOR FILING

September 21, 1954

I. P. Miller Lumber Company
Monroe, Oregon

Attention: Mr. Ray Miller

Gentlemen:

This is to acknowledge your letter of September 17th advising that you have a claim in the amount of $[illegible]69.00 against Murray and Stanford for materials furnished on State Highway Contract No. 4089 for construction of a bridge, paving, et cetera, at Monroe. The contract has not yet been reported as completed, but the specified completion date is set for November 30, 1954. Final payment, of course, cannot be made until after the contract has been completed and accepted by the Commission.

The State does not make payments direct to claimants as we wish to avoid the position of sitting as judge on the the validity of claims presented; however, it is common practice to withhold final payment or perhaps semi-final payment when a number of claims have been filed against the contract.

The United Pacific Insurance Company through Gordon Randall Agency, 233 Oregon Avenue, Bend, furnished the bond for this contract which assures satisfactory completion of the contract and payment of bills incurred in it.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. An excerpt from the Oregon Laws outlining the procedure in preparing such a filing is attached. In the meantime, your claim will be noted in our records and we will notify the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

9-21-54

FAQ:mdm
Attach.

**I. P. MILLER LUMBER COMPANY**

MANUFACTURERS OF
DOUGLAS FIR LUMBER
MONROE, OREGON

C. M. MILLER
RAY MILLER

PHONE BELLFOUNTAIN 2325

Sept. 17, 54

4089

State Highway Department
Salem, Oregon

Gentlemen:

We are writing you regarding Murray and Stanford, contractors and builders of the bridge at Monroe, Oregon. They have an account with us for lumber which they purchased several months ago for the construction of this bridge.

We were wondering if you had made final payment to them for the construction of this bridge. If you have not, would it be possible for your office to withhold $669.00, the sum owed us by them, and for you to make this payment direct to us?

We have tried to find out when they intended to make payment, but as of this date, we have been unsuccessful. Any information or help you can give us will be greatly appreciated.

Sincerely yours,

I. P. MILLER LUMBER CO.

Ray Miller

Ray Miller, Partner

RM/ldl

REFERRED TO
BY SECRETARY

RECEIVED
SEP 20 1954
OREGON
STATE HIGHWAY COMMISSION

Form E-1—10M

1-177

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 11, 1954

Section Monroe Bridge

Kind of work Bridge and approach

Highway Pacific (West)

Section prefix 2 - 1030

Contractor Murray & Stanford

Contract number 4089

Date of contract January 22, 1954

Date of completion November 30, 1954

Date work started February 10, 1954

Estimated date of completion November 30, 1954

Project authorization $

Exclusive of Engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering authorization $

Engineering cost to date $ , %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder rock (3/4"- 0") placed on Wednesday. Guard fence constructed on Friday. Contractor removed approach he constructed into borrow area.

NOTED

NOTED
B. A. MARTIN

RECEIVED
SEP 14 1954
OFFICE OF

Signed David H [illegible]

Address Box 110, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.20 | 0.20 | | | 0.20 |
| Miles partially completed | 0.20 | 0.20 | | | 0.20 |
| Miles completed | 0.20 | 0.20 | | | 0.20 |
| Total estimated quantities | 6,400 | 2,500 | | | 1058.11 tons |
| Estimated quantities moved or placed to date | 6,400 | 2,500 | | | 1058.11 tons |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | ptly cldy | | |
| Tuesday | " | | |
| Wednesday | clear | | |
| Thursday | " | | |
| Friday | showers | | |
| Saturday | " | | |

Form E-1—10M

F-177(2)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 4, 1954

Section Monroe Bridge

Kind of work Bridge and Approach

Highway Pacific (West)

Section prefix 2 - 1030

Contractor Murray & Stanford

Contract number 4089

Date of contract January 22, 1954

Date of completion November 30, 1954

Date work started February 10, 1954

Estimated date of completion November 30, 1954

Per cent of time elapsed 69 %

Project authorization $

Exclusive of Engineering $

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering authorization $

Engineering cost to date $ , %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Fihished paving on Thursday. Sign departmnet striped road on Friday. Open to traffic Friday afternoon. Shoulders and guard fence to be constructed next week.

NOTED
H. G. SMITH

RECEIVED
SEP 7 1954
OFFICE OF
CONSTRUCTION SUPERINTENDENT

Signed David H Mahony

Address Box 110, Corvallis

Mail original copy to Salem [illegible] to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.19 | 0.19 | | | 0.19 |
| Miles partially completed | 0.19 | 0.19 | | | 0.19 |
| Miles completed | 0.19 | 0.19 | | | 0.19 |
| Total estimated quantities | 6,400 | 2,500 | | | 1058.11 tons |
| Estimated quantities moved or placed to date | 6,400 | 2,500 | | | 1058.11 tons |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ...............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | cloudy | | |
| Tuesday | clear | | |
| Wednesday | clear | | |
| Thursday | ptly cldy | | |
| Friday | clear | | |
| Saturday | | | |

RECEIVED
FOR FILING

F 1117(.)

July 20, 1954

Barnum Tool Company
3629 Franklin Blvd.
Eugene, Oregon

Attention: M. D. Barnum

Gentlemen:

The United Pacific Insurance Company through Gordon Randall Agency, 233 Oregon Avenue in Bend , furnished the bond on State Highway Contract No. 4089 awarded to Murray and Stanford for work on the Monroe Bridge Section, the Pacific Highway West, in Benton County.

This contract is scheduled for completion by November 30, 1954. The bond, as you probably know, is provided to assure completion of the contract and payment of all bills incurred within the contract.

If you wish for us to consider this as a claim against the contractor, will you please let us know the amount of the claim and when it occurred. If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State.

We have attached an excerpt from the Oregon Laws outlining the procedure for such a filing. If you will advise us concerning details of your claim, we will be pleased to notify the surety and the contractor concerning the claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

AIR, ELECTRIC AND HAND TOOLS · WELDING SUPPLIES AND GASSES

**BARNUM TOOL COMPANY**
3629 FRANKLIN BLVD.
EUGENE, OREGON

July 15, 1954

4089

Oregon State Highway Dept.,
Salem, Oregon.

Re: Murray & Stanford
contractors

Gentlemen:

Subject company is considerably in debt to us and has not responded to our letters. Could you please give us the name of the company bonding this contractor?

This contractor is building a bridge on 99W at Monroe.

Yours very truly,

BARNUM TOOL COMPANY

M. D. Barnum

MDB:hs

REFERRED TO Query BY SECRETARY

prepare usual letter

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-177(2)

F-177(2)

4-5-1

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1954; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-six thousand and 00/100 dollars ($56,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

AAM

GPO 16—11379-5

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 and survey station 12+50, all in the NE 1/4, Section 33, T. 14 S., R. 5 W., W.M., without exception, length 0.237 miles, in Benton County, being Oregon Federal Aid project No. F-177(2), consisting of 0.193 miles of roadway and one bridge~~s each~~ of more than 20 feet clear span, 0.044 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

DIVISION
MAR 2

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-six thousand and 00/100 dollars ($56,000.00), which does not exceed the authorized Federal pro rata share of ninety-one thousand, eight hundred eight and 20/100 dollars ($91,808.20), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

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MAY 25 195

Oregon State Highway Department

Federal Aid Project
No. F-177 (2)

## MONROE BRIDGE SECTION OF
## THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bud prices.)

Salem, Oregon, April 1, 1954

Type Code 6201
Roadway (Sta. 0+00 to Sta. 12+50)(Contract No. 4089)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 500.00 |
| 410 | Sq. yd. | Removal of Pavement | $ 0.75 | 307.50 |
| 30 | Cu. Yd. | Structural Excavation, Unclassified | 5.00 | 150.00 |
| 9,800 | Cu. Yd. | General Excavation, Unclassified | 0.54 | 5,292.00 |
| 0.19 | Mile | Finishing Roadbed & Slopes | 1,000.00 | 190.00 |
| 14 | Lin. Ft. | 36-inch Concrete Pipe | 9.50 | 133.00 |
| 54 | Lin. Ft. | 42-inch Concrete Pipe | 11.00 | 594.00 |
| 80 | Lin. Ft. | 12-inch Sewer Pipe | 2.00 | 160.00 |
| 1 | Only | Concrete Catch Basins | 60.00 | 60.00 |
| 14 | Cu. Yd. | Concrete Curbs | 50.00 | 700.00 |
| 34 | Sq. Yd. | Concrete Driveways | 3.50 | 119.00 |
| 1,300 | Lin. Ft. | Metal Guard Rail, Concrete or Metal Posts | 3.40 | 4,420.00 |
| 1,300 | Lin. Ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 600 | Cu. Yd. | 3/4" - 0 Material in Leveling Course and Shoulders | 4.20 | 2,520.00 |
| 50 | M-gal. | Sprinkling | 3.00 | 150.00 |
| 1,070 | Tons | Class "B" Asphaltic Concrete | 8.50 | 9,095.00 |
| | | Subtotal | | $24,390.50 |
| | | 10% Engr. & Cont. | | 2,439.05 |
| | | Total | | $26,829.55 |

Type Code X021
Monroe Bridge (Sta. 4+65 to Sta. 6+95)(Contract No. 4089)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 6,000.00 |
| 100 | Cu. Yd. | Excavation for Structure | $11.00 | 1,100.00 |
| 10 | Cu. Yd. | Excavation Below Elevation Shown | 17.00 | 170.00 |
| 170 | Lin. Ft. | Furnish Treated Timber Piling | 1.25 | 212.50 |
| 8 | Only | Drive Piles | 65.00 | 520.00 |
| 510 | Cu. Yd. | Class "A" Concrete | 57.00 | 29,070.00 |
| 125,000 | lbs. | Metal Reinforcement | 0.105 | 13,125.00 |
| 460 | Lin. Ft. | Metal Rail | 9.50 | 4,370.00 |
| 18 | Lin. Ft. | 8-inch Metal Drain Pipe | 3.00 | 54.00 |

|  |  |  |  |
|---|---|---|---|
| All Required | Provide for Traffic & Remove Old Bridge |  | 4,450.00 |
|  |  | Subtotal | $59,071.50 |
|  |  | 10% Engr. & Cont. | 5,907.15 |
|  |  | Total | $64,978.65 |

|  |  |
|---|---|
| Length of Roadway | 0.193 mile |
| Length of Structure | 0.044 mile |
| Total Length | 0.237 mile |
| Cost of Roadway per Mile | $139,013.21 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $26,829.55 | $16,365.00 | $10,464.55 |
| Structure | 64,978.65 | 39,635.00 | 25,343.65 |
|  | $91,808.20 | $56,000.00 | $35,808.20 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-177 (2)

## MONROE BRIDGE SECTION
## OF THE PACIFIC HIGHWAY WEST IN BENTON COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, January 6, 1954

Type Code 6201
Roadway (Sta. 0+00 to Sta. 12+50)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 500.00 |
| 410 | sq. yds. | Removal of Pavement | $ 1.00 | 410.00 |
| 30 | cu. yds. | Structural Excavation, Unclassified | 3.50 | 105.00 |
| 9,800 | cu. yds. | General Excavation, Unclassified | 0.65 | 6,370.00 |
| 0.19 | mi. | Finishing Roadbed and Slopes | 1,000.00 | 190.00 |
| 14 | lin. ft. | 36-inch Concrete Pipe | 12.00 | 168.00 |
| 54 | lin. ft. | 42-inch Concrete Pipe | 15.00 | 810.00 |
| 80 | lin. ft. | 12-inch Sewer Pipe | 3.50 | 280.00 |
| 1 | only | Concrete Catch Basin | 85.00 | 85.00 |
| 14 | cu. yds. | Concrete Curbs | 50.00 | 700.00 |
| 34 | sq. yds. | Concrete Driveways | 4.50 | 153.00 |
| 1,300 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 3,900.00 |
| 1,300 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 600 | cu. yds. | 3/4" - 0 Material in Leveling Course and Shoulders | 3.25 | 1,950.00 |
| 50 | M-gal. | Sprinkling | 3.00 | 150.00 |
| 1,070 | tons | Class "B" Asphaltic Concrete | 7.50 | 8,025.00 |
| | | | Subtotal | $23,796.00 |
| | | | 10% Engr. & Cont. | 2,379.60 |
| | | | Total | $26,175.60 |

Type Code X021
Monroe Bridge (Sta. 4+65 to Sta. 6+95)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 6,000.00 |
| 100 | cu. yds. | Excavation for Structure | $ 10.00 | 1,000.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 170 | lin. ft. | Furnish Treated Timber Piling | 1.50 | 255.00 |
| 8 | only | Drive Piles | 80.00 | 640.00 |
| 510 | cu. yds. | Class "A" Concrete | 70.00 | 35,700.00 |
| 125,000 | lbs. | Metal Reinforcement | 0.115 | 14,375.00 |

| | | | |
|---|---|---|---|
| 460 lin. ft. | Metal Rail | $ 12.00 | $ 5,520.00 |
| 18 lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 72.00 |
| All Required | Provide for Traffic and Remove Old Bridge | | 5,000.00 |
| | | Subtotal | $68,712.00 |
| | | 10% Engr. & Cont. | 6,871.20 |
| | | Total | $75,583.20 |

| | |
|---|---|
| Length of Roadway | 0.193 Mile |
| Length of Structure | 0.044 Mile |
| Total Length | 0.237 Mile |
| Cost of Roadway per Mile | $135,624.87 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $ 26,175.60 | $16,206.00 | $ 9,969.60 |
| Structure | 75,583.20 | 46,794.00 | 28,789.20 |
| | $101,758.80 | $63,000.00 | $38,758.80 |

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FOR FILING

1-177(2)

4387

FORM [illegible] 25M 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 1, 1954

Mrs. Peggy Marie Davis
City Recorder
City Hall
Monroe, Oregon

NOTED
W. C. WILLIAMS

Dear Madam:

As a part of the reconstruction of the bridge on US99W, in the City of Monroe, the State Highway Department plans to install three luminaire units as shown on the attached plan. This Department will pay for all of the cost of the installation, but it would be appreciated if the City of Monroe would agree to care for future maintenance and pay for electrical energy consumed.

If this arrangement meets with the approval of the City Council, will you please notify us.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ mm/as

Attachment

bc - W. C. Williams ✓

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FEB 23 1954
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F-199(2)

4089

February 23, 1954

Murray & Stanford
1250 East First St.
Bend, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4089, which was awarded to you on January 22, 1954 by the State Highway Commission, covering the Monroe Bridge Section on the Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

F-[illegible]

| DOMESTIC SERVICE<br>Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
|---|---|
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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S

E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE<br>Check the class of service desired; otherwise the message will be sent at the full rate | |
|---|---|
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

COLLECT

Salem, Oregon
January 25, 1954
3:03 p. m.

Murray and Stanford, Contractors
P. O. Box 191
Bend, Oregon

The State Highway Commission on January 22 awarded you contract for construction of Monroe bridge section based on alternate using concrete or metal posts.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Confirmation
Accounting (5001-900)
Files ✓
C. Head

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[illegible]
4089

January [illegible]5, 1954

Murray & Stanford
P. O. Box [illegible]
Bend, Oregon

Gentlemen:

The State Highway Commission on January [illegible], 1954 awarded to you State Highway Contract No. 4089 for construction of the Monroe Bridge Section of the Pacific Highway West at Monroe in Benton County. This award was based on your bid of $85,46[illegible].[illegible]0 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File ✓

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4089 for Oregon Project F-177(2), Monroe Bridge Section of the Pacific Highway West, to Murray and Stanford of Bend, Oregon, low bidder in the amount of $83,462.00 at the January 22, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-177(2)

4089

F-177(2)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P.S. and E. documents for Oregon Project F-177(2), Monroe Bridge Section of the Pacific Highway West. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of an encroachment resolution from the city of Monroe covering the proposed construction.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 1
STATE HIGHWAY COMMISSION

12/8/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Monroe

**Highway:** Pacific Hwy. West

**County:** Benton

**Prefix:** 2-1435-900

**Res. Eng'r.:** V. D. Wolfe

**Length of Project:** 0.24 Miles

**Stations:** 0+00 to 12+50

The recommended total thickness of base course plus an A.C. wearing surface is 17 inches over a roadbed constructed of pit-run gravel.

Submitted by W C Hill
~~Ass't. Construction~~ Engineer
Soils

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
~~Ass't.~~ State Highway Engineer
Deputy

cc
Deputy
~~Ass't.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

12/8/53

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4087

September 18, 1953 Sept. [illegible] 53

Oregon State Highway Commission

Gentlemen:

I have advised you of recommendations for construction of the so-called Monroe Line Change, wherein the improvement would consist of the building of a new bridge with only short connections from the bridge to the existing highway. If you approve the recommendations for the revised location I will appreciate your approval of the survey, so that the necessary right of way may be acquired and plans prepared for calling of bids on the project.

To give you a complete picture of the alternate proposals, I attach a sketch map on which is indicated, in red coloring, the recommended revised location. The solid black line indicates the former proposed location by-passing the city of Monroe and requiring approximately three miles of new construction costing $375,000. Moreover, it would be necessary to build a new bridge for access to the Territorial Highway and the city of Monroe, costing an additional $100,000.

This matter will be on the next agenda, and I recommend that you approve the revised location, which may be constructed at an estimated cost of $130,000.

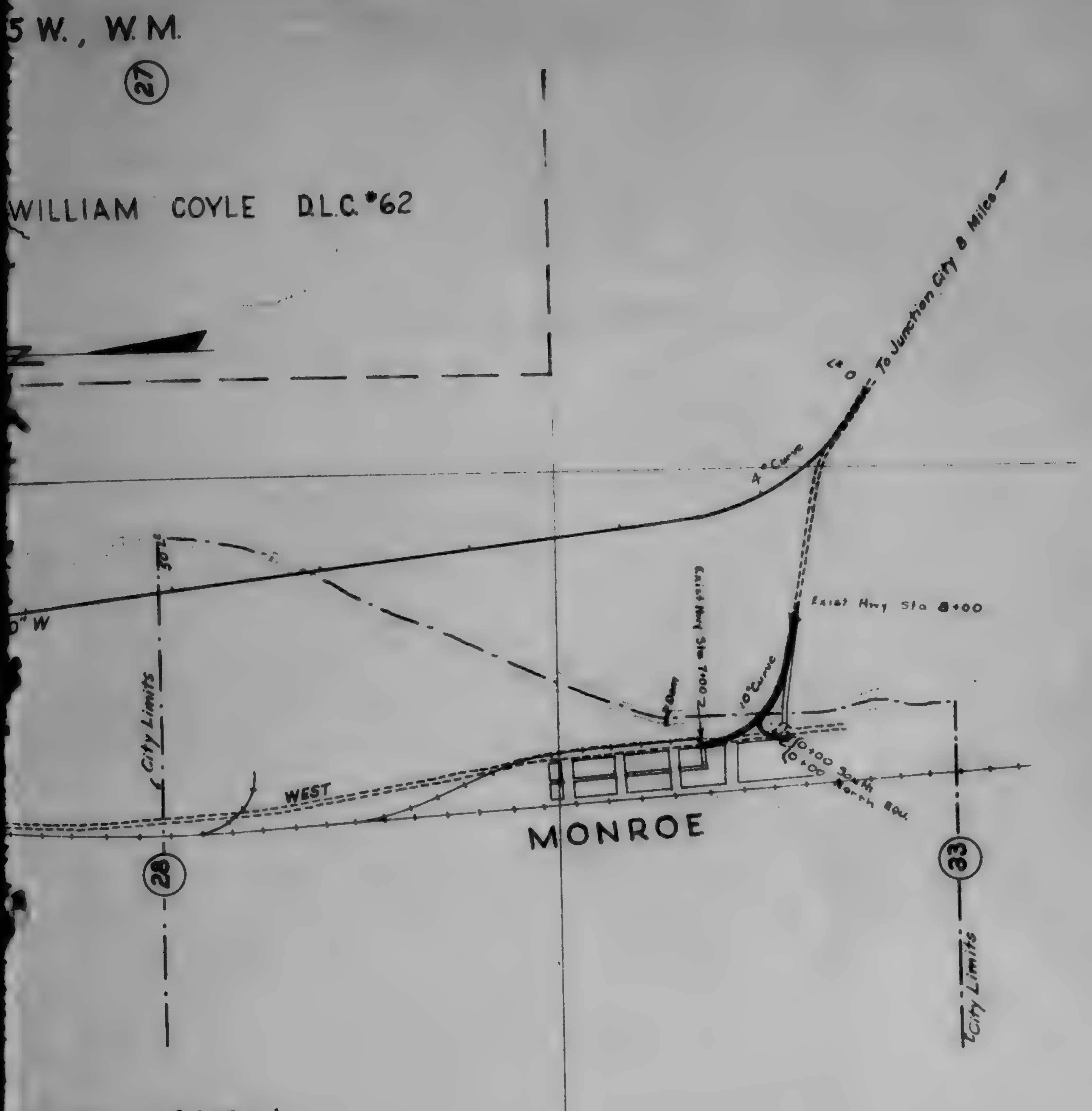
Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. H. G. Smith
Mr. C. H. Maison

Enclosure

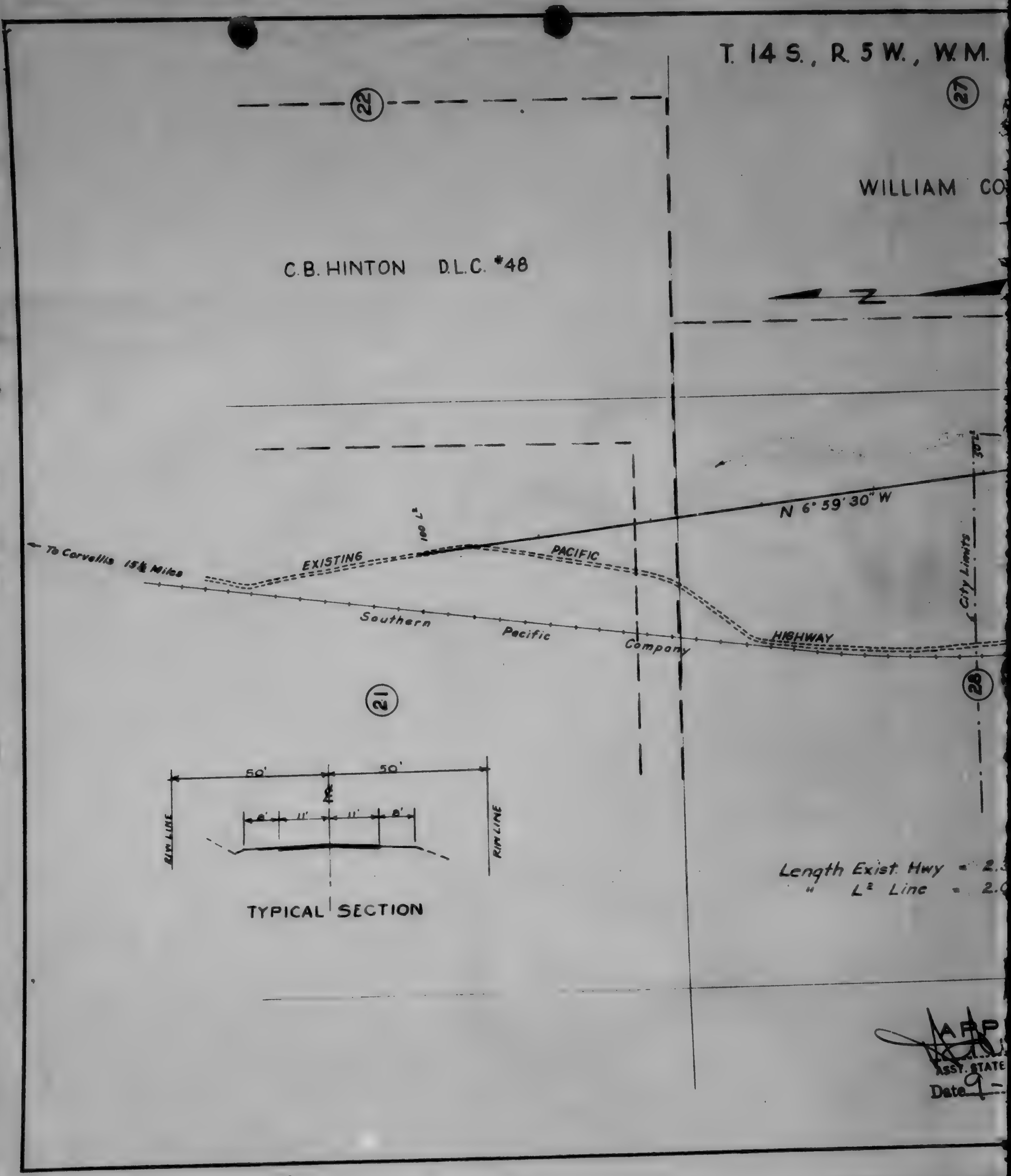
WCW:me fp


5 W., W.M.
27
WILLIAM COYLE D.L.C. *62
To Junction City 8 Miles
L+0
4° Curve
0" W
30'
City Limits
WEST
28
Exist Hwy Sta 7+00
Dam
10° Curve
Exist Hwy Sta 8+00
0+00 South
0+00 North Equ.
MONROE
33
City Limits

xist. Hwy = 2.367 mi.
Line = 2.017 mi.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 9-17-53

| OREGON STATE HIGHWAY DEPARTMENT | |
|---|---|
| | |
| For | Monroe Section |
| Highway | Pacific Highway West |
| County | Benton |
| Scale 1" = 1000' | Date Sept. 15, 1953 |


T. 14 S., R. 5 W., W.M.
22
27
WILLIAM CO
C.B. HINTON D.L.C. #48
N
30'±
N 6° 59' 30" W
100' L²
← To Corvallis 15½ Miles
EXISTING
PACIFIC
HIGHWAY
City Limits
Southern
Pacific
Company
21
28
50'
50'
℄
8'
11'
11'
8'
R/W LINE
R/W LINE
TYPICAL SECTION
Length Exist. Hwy = 2.3
" L² Line = 2.0
APP
ASST. STATE
Date 9-

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SEP 11 1953
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[illegible]
R/W
[illegible]

September [illegible], 1953

Oregon State Highway Commission

Gentlemen:

[illegible]

[illegible]

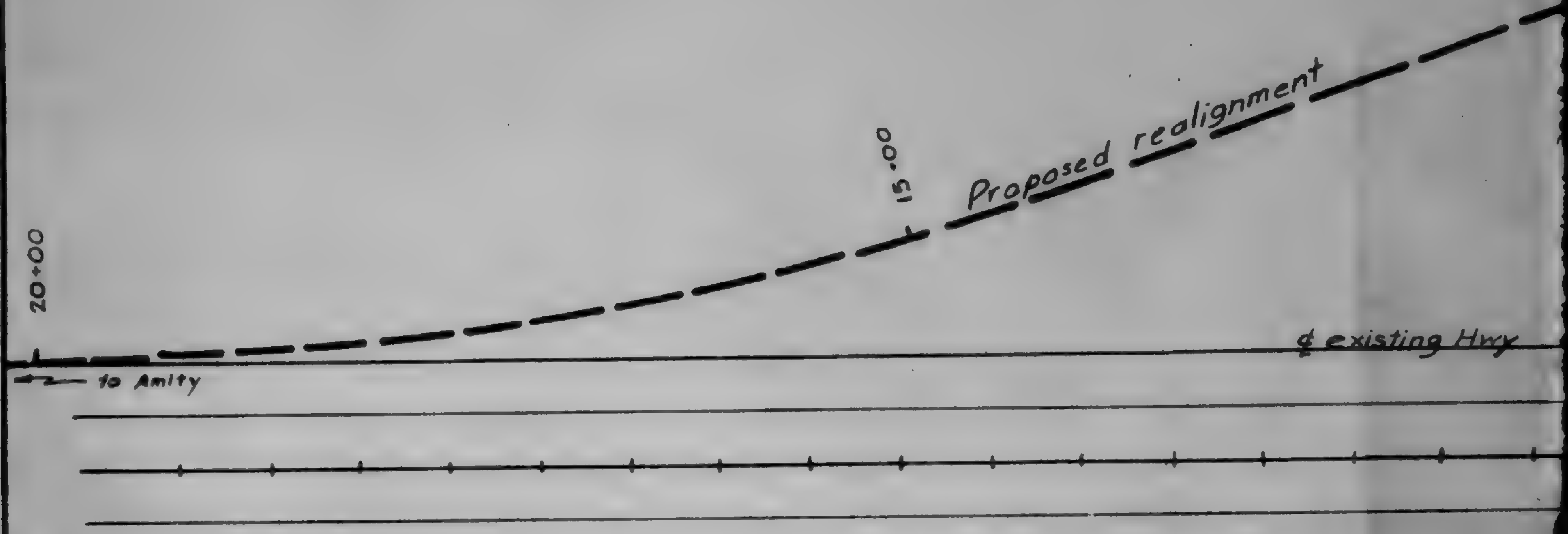
[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison


20+00
15+00
Proposed realignment
℄ existing Hwy
to Amity

OREGON STATE HIGHWAY DEPARTMENT

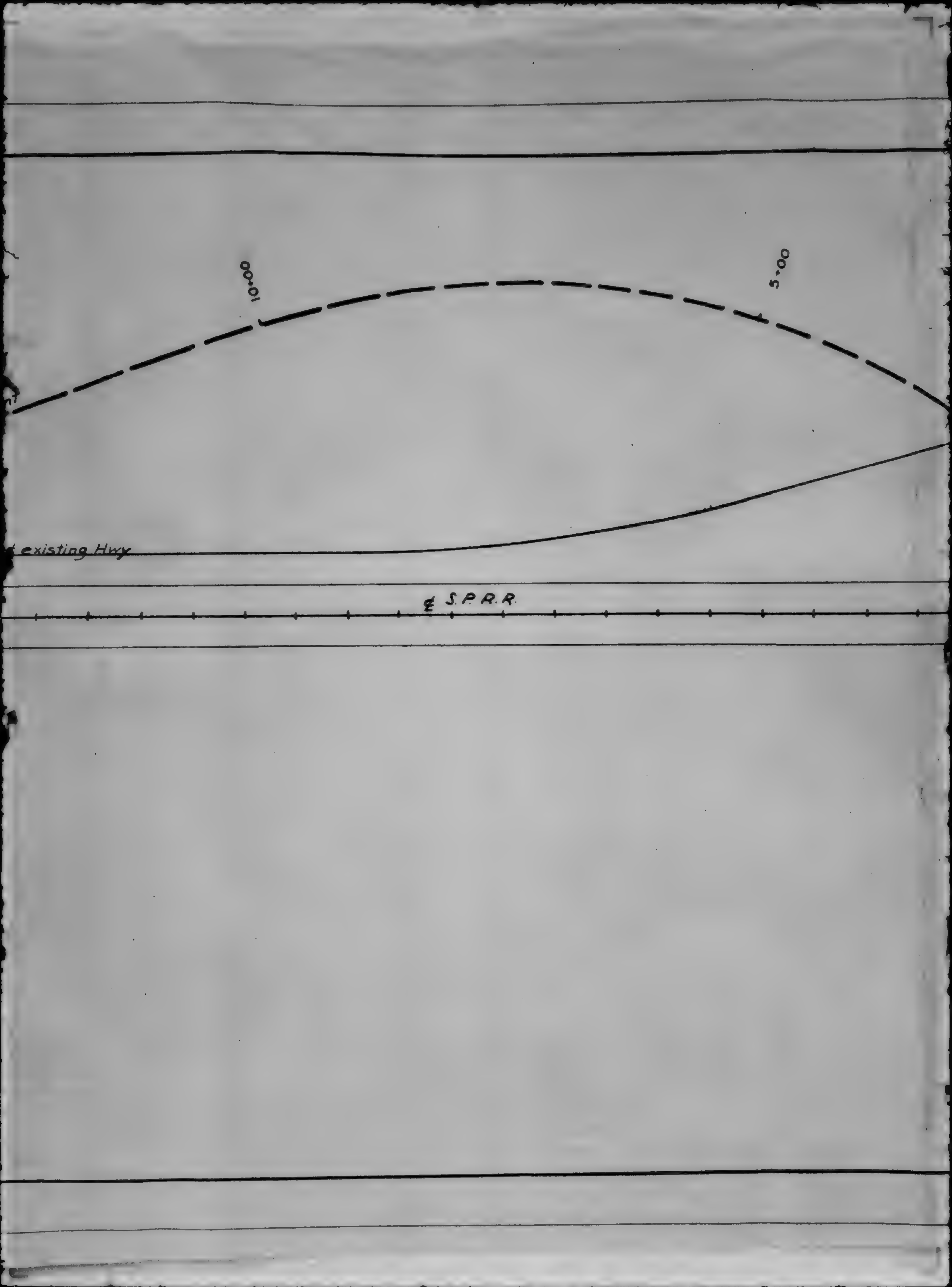
SKETCH MAP

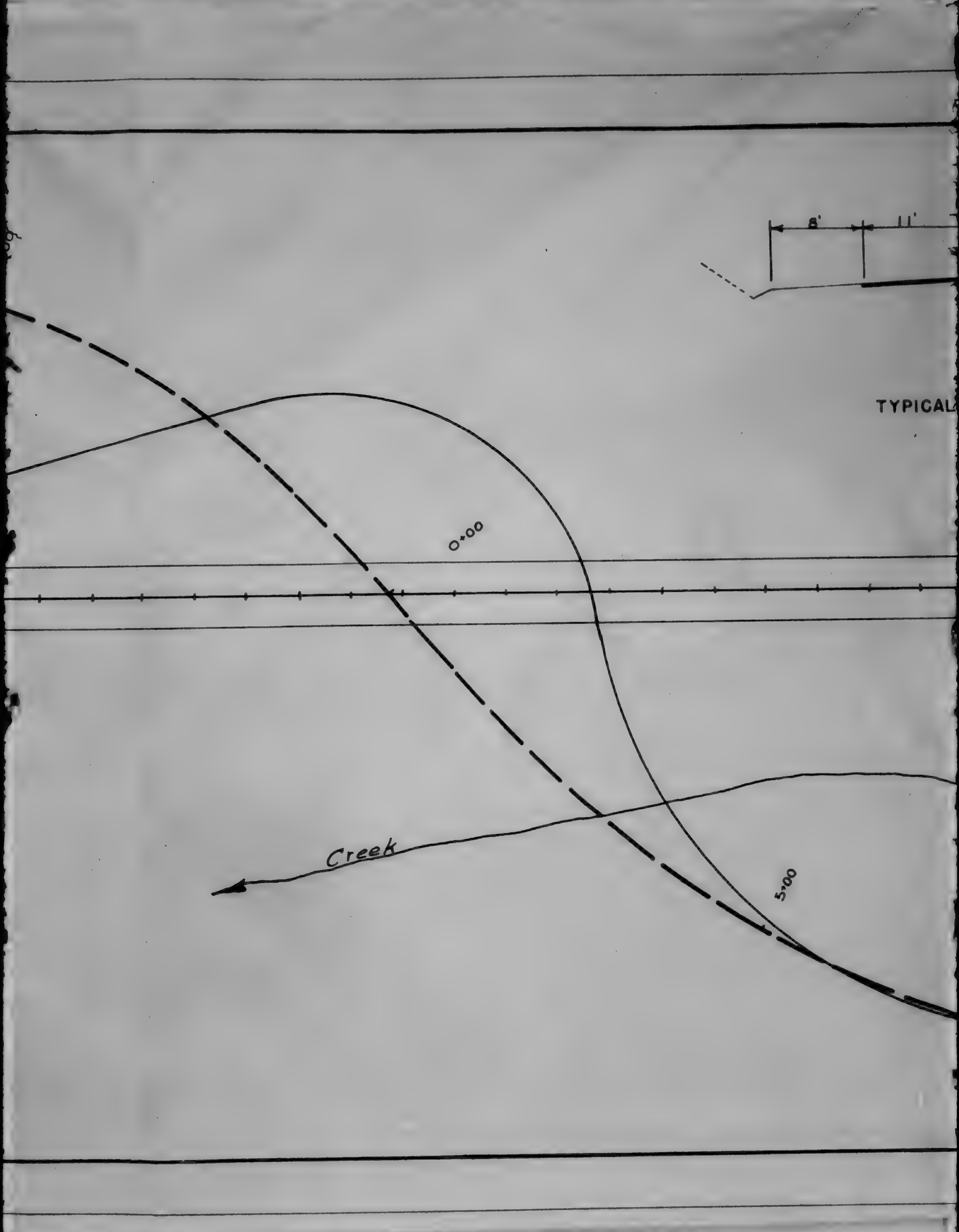
# HOLMES GAP

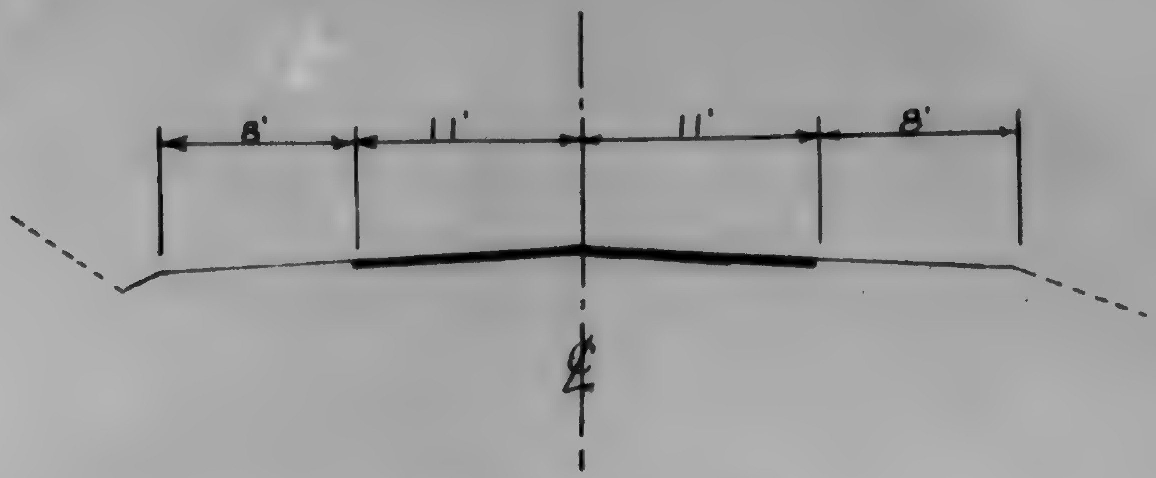
## PACIFIC WEST HIGHWAY

POLK COUNTY

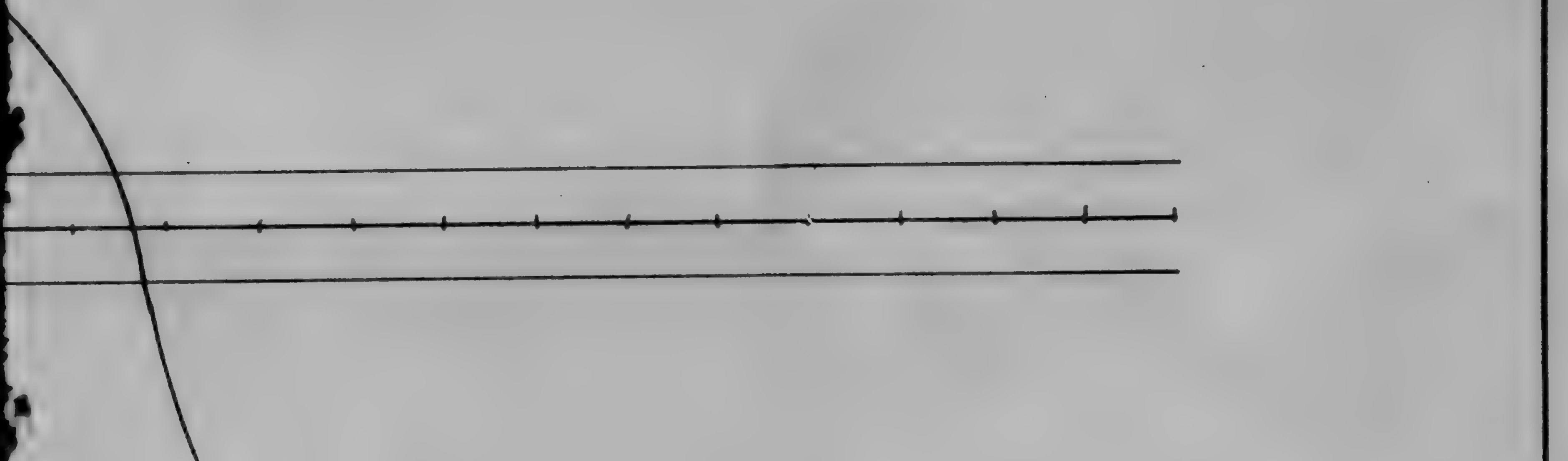
Scale 1" = 100'    Sept., 1953


10+00
5+00
existing Hwy
℄ S.P.R.R.

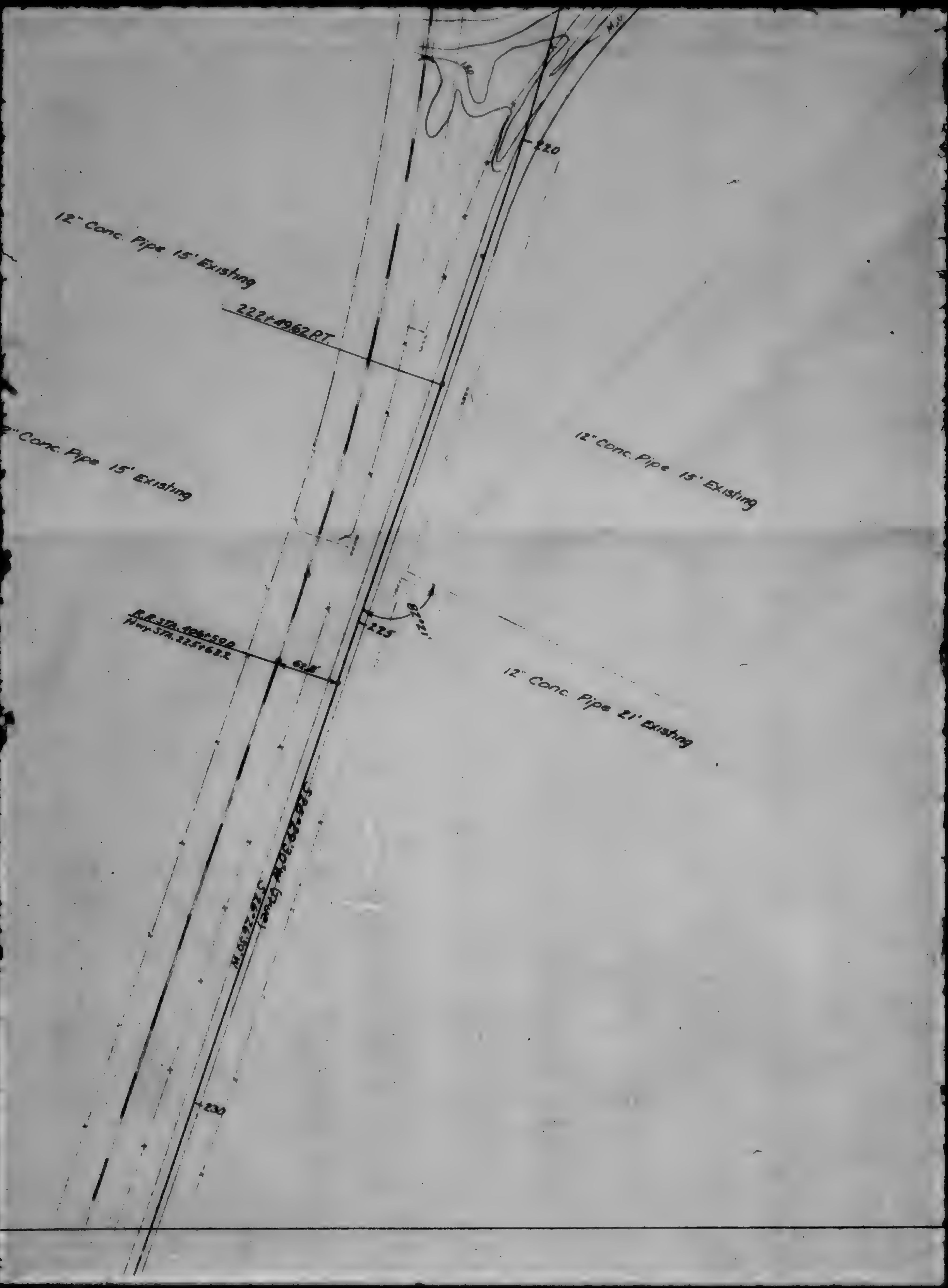

8'
11'
TYPICAL
0+00
5+00
Creek

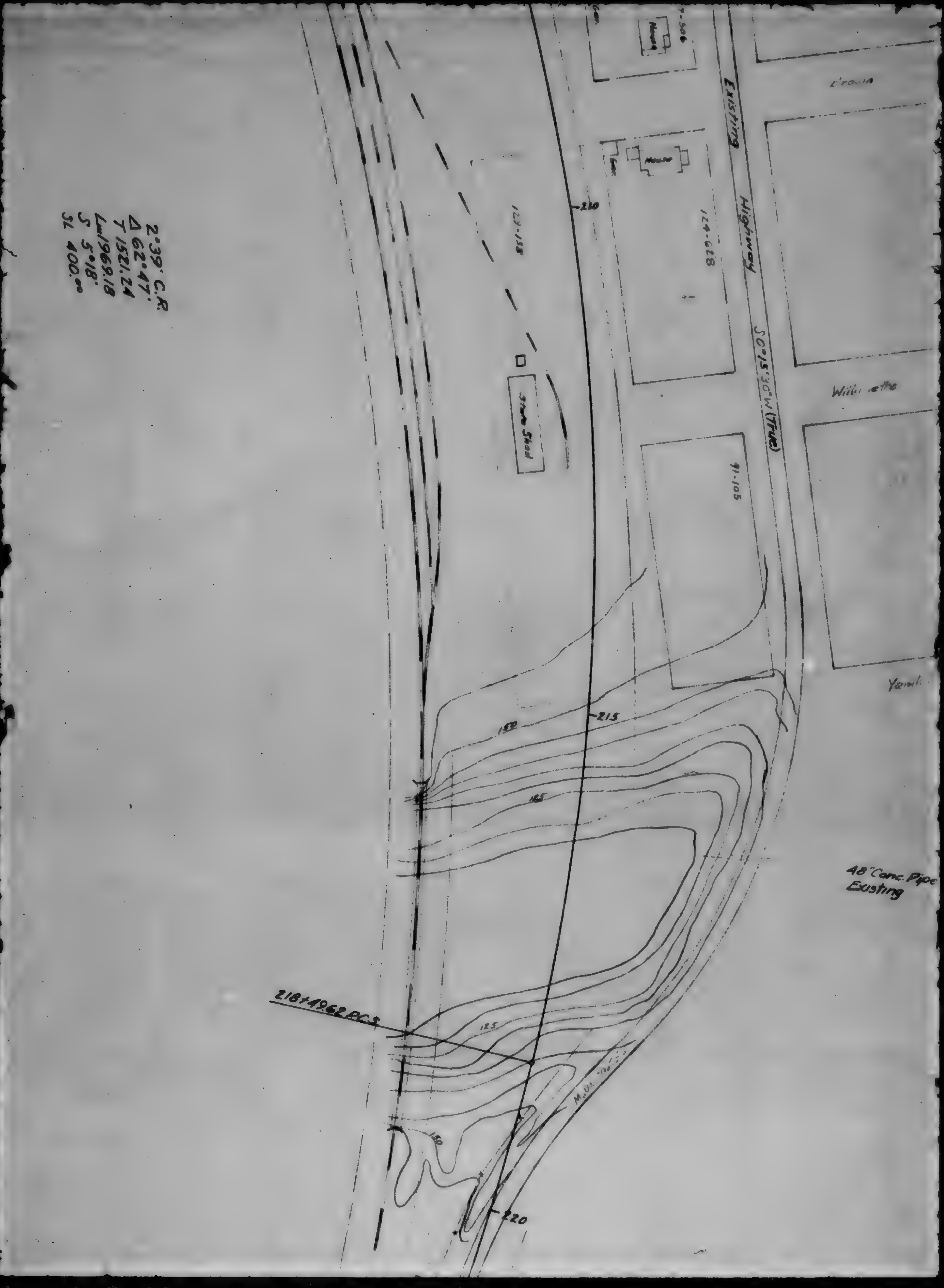


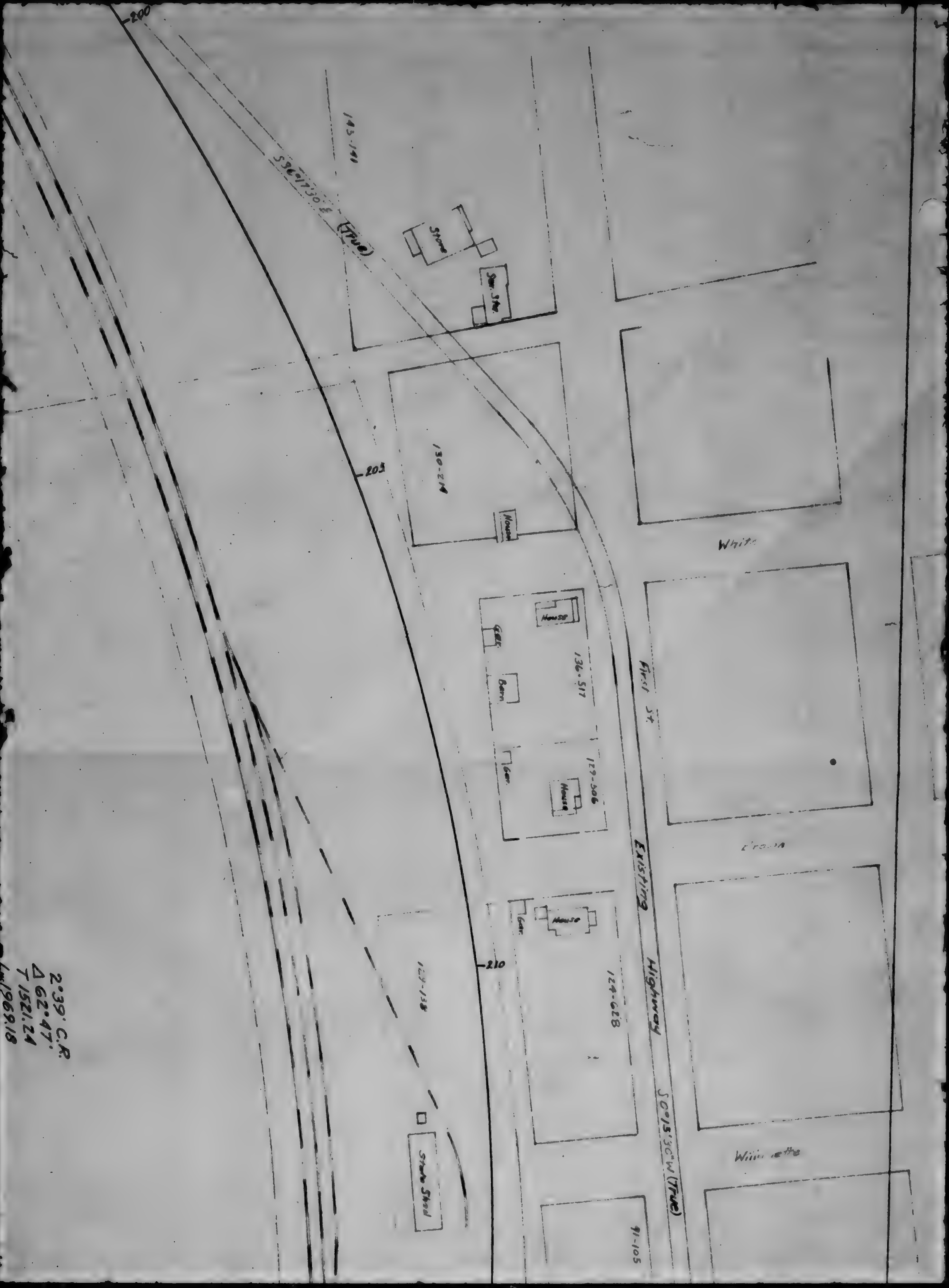
TYPICAL SECTION

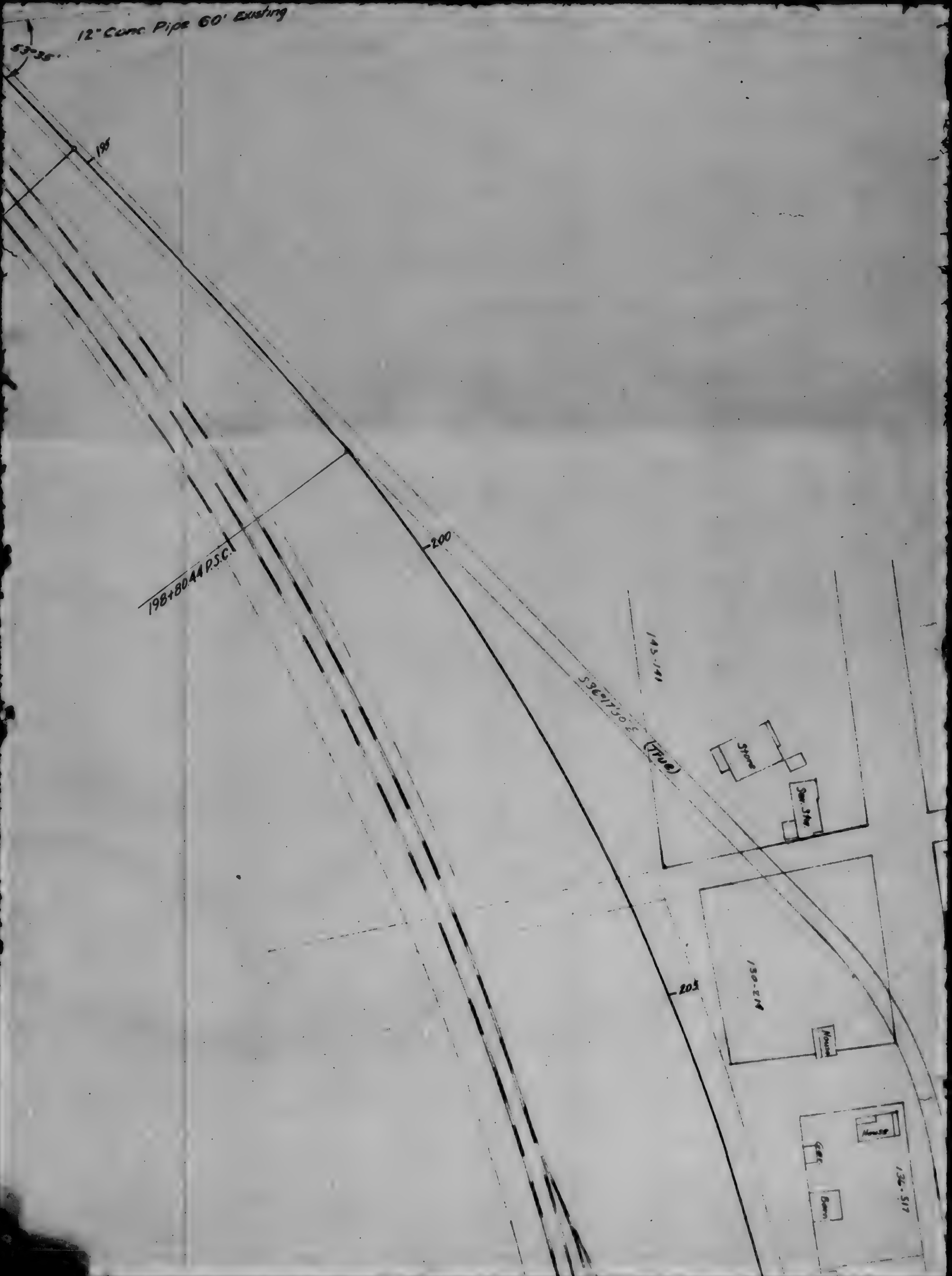

5+00
9+00
℄ Existing Hwy
to Rickreall

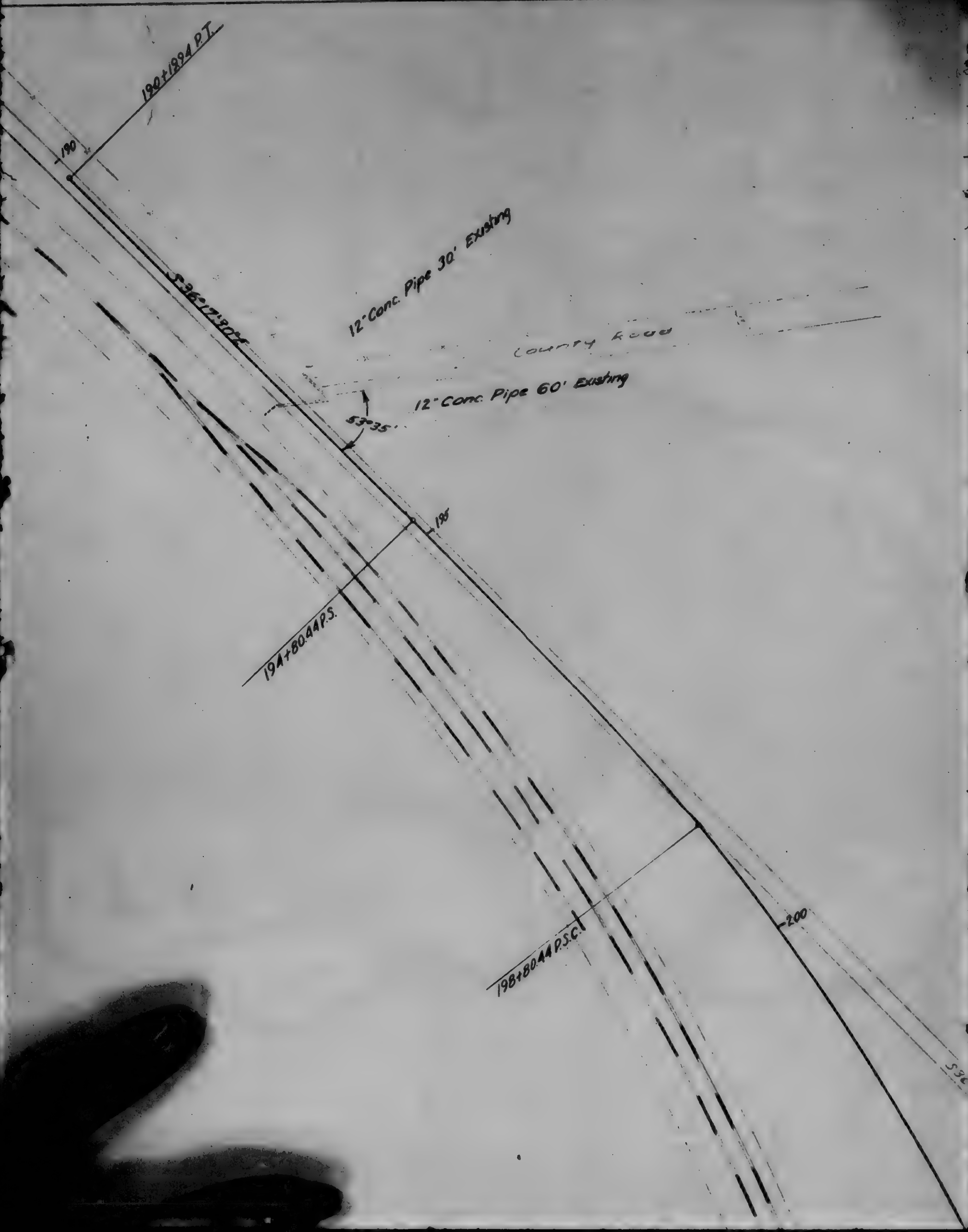
Pacific Highway West
Whiteson Section
Yamhill County.
Revised Alignment
Scale: 1" = 100'
B. Q. Johnson Loc. Engr.
Sept. 1953

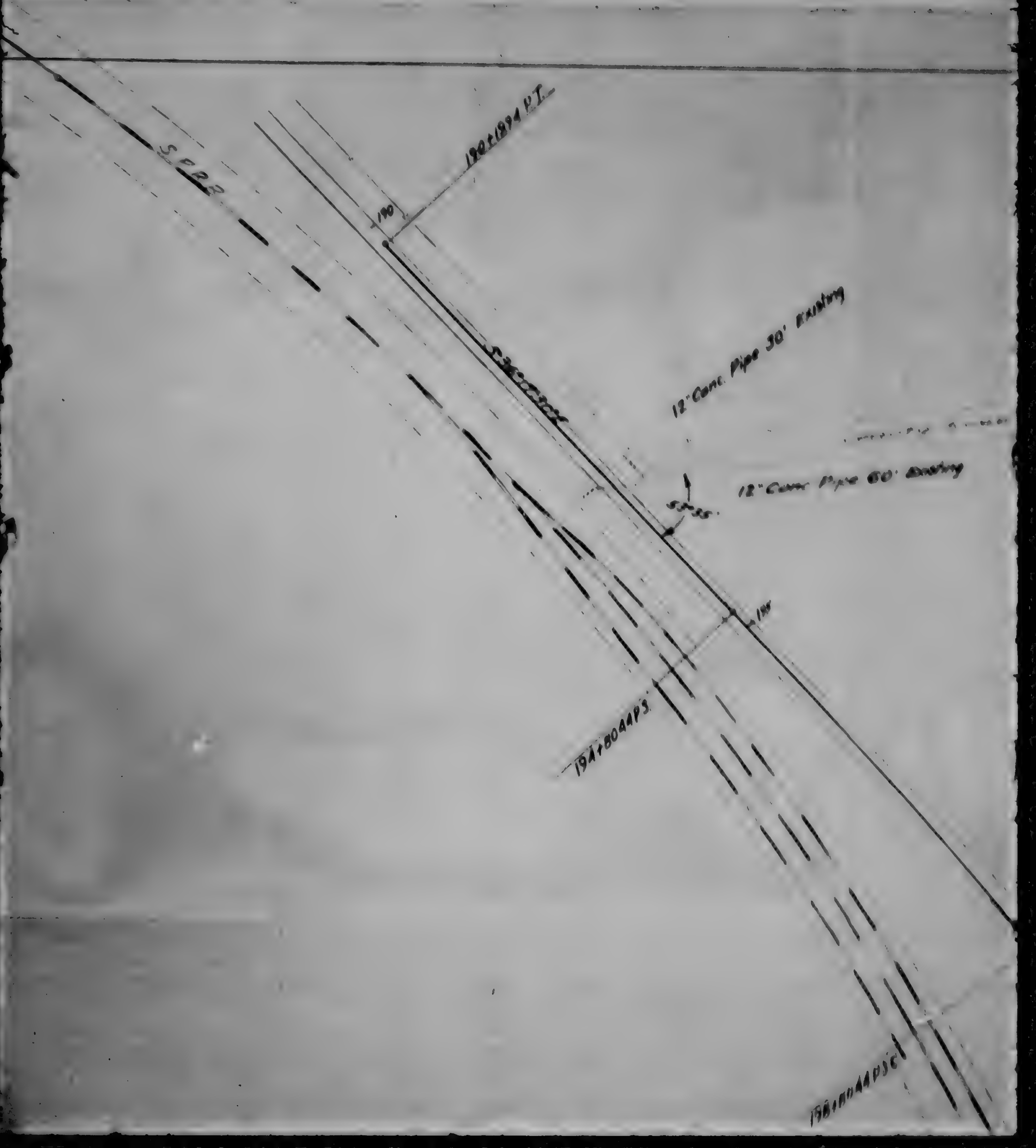

M.O.
220
12" Conc. Pipe 15' Existing
222+49.62 P.T.
"Conc. Pipe 15' Existing
12" Conc. Pipe 15' Existing
82°20'
225
R.R. STA. 406+50.0
Hwy. STA. 225+63.2
62.5'
12" Conc. Pipe 21' Existing
S 26°29'30" W (true)
S 26°26'30" W
230


2°39' C.R.
Δ 62°47'
T 1521.24
L 1969.18
S 5°18'
SL 400.00
Gar.
House
9-506
House
Gar.
Crown
Existing Highway
S0°15'30"W (True)
-210
124-628
123-158
Store Shed
Willamette
91-105
Yamh
48" Conc. Pipe Existing
150
-215
125
218+49.62 P.C.S.
125
150
M.U.
-220


200
145-141
S96°17'30"E (True)
Store
Ser. Sta.
205
130-214
House
White
House
Gar.
Barn
136-517
Gar.
129-506
House
First St.
Brown
Existing
House
Gar.
210
129-138
124-628
Highway
2°39' C.R.
Δ 62°47'
T 1521.24
L=1969.18
S0°15'30"W (True)
Willamette
State Shed
91-105


12" Conc. Pipe 60' Existing
53°35'
195
198+80.44 P.S.C.
200
S 36°17'30" E (True)
145-141
Store
Ser. Sta.
130-214
205
House
House
Gar.
Barn
136-517


190+18.94 P.T.
190
S 36°17'30" E
12" Conc. Pipe 30' Existing
County Road
12" Conc. Pipe 60' Existing
53°35'
195
194+80.44 P.S.
198+80.44 P.S.C.
200
S 3


S.P.R.R.
190+1894 P.T.
190
12" Conc. Pipe 30' Existing
12" Conc. Pipe 60' Existing
55°35'
195
194+80.44 P.S.
198+80.44 P.S.C.

[illegible]-1 [illegible] Co. - [illegible] Co. [illegible]
[illegible] Co.,
[illegible]

RECEIVED
MAR 15 1955
FOR FILING

1 [illegible] (6)
4 [illegible]

March 15, 1955

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

This will answer your letter of March 14, 1955, pertaining to Jed Wilson's Contract No. 4090 on the Gnat Creek-Bradley Park Section of the Columbia River Highway.

The answer to your question is as follows. The Surety on this Contract is the Maryland Casualty Company; the Agent, Martin Knutson and Son with offices located at 109 Twelfth Street, Astoria, Oregon.

This job has been completed and accepted, and the final estimate was mailed on January 21, 1955.

If we may be of further assistance please call on us.

Respectively yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

**THE UNITED CONTRACTING COMPANY**
GENERAL CONTRACTORS
P. O. BOX 5075
PORTLAND 13, OREGON

REFERRED TO
BY SECRETARY

March 14th 1955

Oregon State Highway Department
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer ✓
Secretary

We supplied the asphaltic concrete pavement on the GnatCreek-Bradley Park Section of the Columbia River Highway Contract No. 4090 for Jed Wilson.

He is still indebted to us for this work and we understand the contract has been accepted as completed.

Will you please advise us the name of the bonding company on this contract, also the name of the local agent who wrote the bond for Jed Wilson? We would also appreciate knowing if he has been paid the retained money on this contract.

Thanking you for your assistance, weremain

Yours very truly,

THE UNITED CONTRACTING COMPANY

R M Cutting

R. M. Cutting
Asst. Secy-Trea.

Surety Maryland Casualty Co.
Agent Martin Knutsen & Son
189 12th St.
Astoria, Oregon

Final Mailed 1-21-55
#3,339.89

RMC/B

RECEIVED
MAR 15 1955
SALEM
STATE HIGHWAY COMMISSION

NOTED
C W HEAD

General Files

D

GUY BOYINGTON, COUNTY JUDGE
MYRON E. JONES, COMMISSIONER
VERNE STRATTON, COMMISSIONER
MARY REDDING, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

# Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON.

RECEIVED
FOR FILING

F-1-(6)

February 8, 1955

Oregon State Highway Department
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Gentlemen:

Please find enclosed a certified copy of County Court Order in the matter of retaining a certain eliminated unit of the Columbia River Highway in Clatsop County known as the Gnat Creek-Bradley Park section by Clatsop County as a county road.

Very truly yours,

Mary Hay.

(Mrs.) MARY HAY, County Clerk

jb

encls. 1

RECEIVED
FEB 9 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
JAN 31 1955
FOR FILING

1-135 (6)
4112

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4090 | 10-Final | Jed Wilson | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25817 | R-111007 | $ 3,339.89 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.
Ruth Rawlings

---

Specified Completion Date: Sept. 30, 1954

Time Extensions: to Oct. 30, 1954 without penalty

Completion Date: Oct. 28, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 21 19
Ruth Rawlings

RECEIVED
FOR FILING

NOTED
W. C. WILLIAMS

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 28, 1954
Salem, Oregon

SUBJECT: Supplmental agreement for
elimination of right of way
Gnat Creek-Bradley Park Section
Columbia River Highway
Clatsop County - Oregon
R-18840

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Reference is made to my letter to you dated December 2, 1954, subject as above.

I understand from Mr. Cattrall that the above-mentioned supplemental agreement was executed by Clatsop County and also that the County Court executed a quitclaim deed to the State covering certain right of way required for the relocated section of highway and relinquishing any future access rights which it might acquire by reason of the abandonment of certain units or segments of the old highway. I have this day also received executed release forms on the part of Fir-Tex Insulating Board Co., whereby said company releases any future access that it might acquire by reason of the abandonment of certain sections of the old highway.

It would thus appear that the resolution abandoning the units of the old highway as described in the supplemental agreement could be adopted by the Commission. A resolution to such effect has heretofore been prepared but the map referred to and used was one designating the units by color. In view of the new policy of recording these abandonment resolutions and the fact that the maps should be prepared in a form whereby a color designation is not used, new maps will have to be prepared for attachment to the resolution. I have already spoken to Mr. Bob Prange about this matter and he will proceed with the preparation of the map form. Mr. McAdams will finish the resolution when the map forms have been submitted to him.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
G. E. ROHDE, Chief
Office Section

RECEIVED
DEC 28 1954
OFFICE OF
STATE HIGHWAY ENGINEER

GER:aj
cc - Earl Saling
John Cattrall
Owen McAdams

8

RECEIVED
DEC 17 1954
FOR FILING

F-135(6)
4090

December 15, 1954

Mr. Jed Wilson
Seaside
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, 1954, had under discussion your request for an extension of time from September 30, 1954 to October 30, 1954 within which to complete your contract No. 4090, for paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

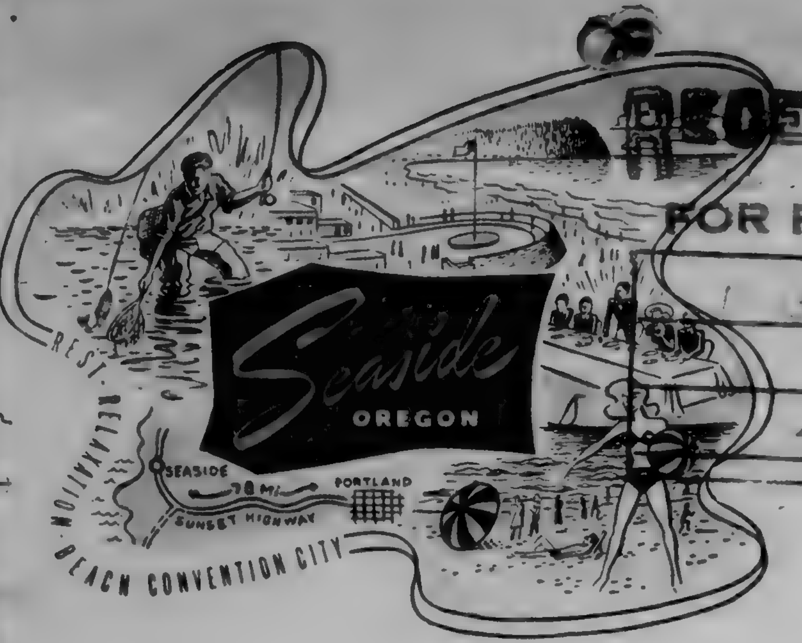
Secretary

[illegible]l

cc: J. D. Walker,
Division Engineer

[illegible] King,
Resident Engineer

[illegible] S. Smith,
Construction Engineer



Files

RECEIVED
FOR FILING

Sundquist Road
SEASIDE, OREGON
HAMLET ROUTE
South City Limits

WILSON'S ROCK CRUSHER

Phone ~~314~~ 14J5
Jed Wilson, Prop.

Dec. 13, 1954

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

Oregon State Highway Department
Salem, Ore.

Dear Sirs:

In answer to your letter of Dec. 6, 1954, I have sent a check to E. A. Messer & Associates on Dec. 7, 1954 for the amount due them on Contract #4090 and #4122, respectively the check were for $4,439,06 and $607.58. This amounted to 14,716.38 cu. yds which they shot on Contract #4090 and 14,627.93 cu. yds they shot on contract #4122.

These checks were made out to the Commercial Bank of Oregon as we had an assignment from Mr. Messer to send the checks to them, but I sent these direct to Mr. Messer and made them to the Bank.

You may check with the final on contract #4122 and find that is the total amount of yardage I crushed there. On contract #4090, some of the rock was shot already and this amount is a total of the material crushed after Mr. Messer shot the pit.

I had previously informed Mr. Messer that I would make final payment on these contract around the first of December.

Sincerely,
Jed Wilson
Jed Wilson

cc- Martin Knutsen & Son
189 Twelfth St.
Astoria, Ore.

The Commercial Bank of Oregon
Hillsboro, Ore.

RECEIVED
DEC 15 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1954
FOR FILING

F-135(6)
4090

December 2, 1954

REGISTERED MAIL

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

State Highway Contract No. 4090 for paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County was completed by the contractor, Jed Wilson, on October 26, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,339.89 will be released to the contractor after acceptance by the Commission. The total contract amount is $111,329.68, of which amount $2934.72 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD

12-2-54 gl

RECEIVED
NOV 23 1954
FOR FILING

F-135(1)
4090

November 23, 1954

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Jed Wilson on contract No. 4090, for paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County. This payment, in the amount of $6,695.85, will be released to the contractor on or after December 3, 1954. The retained percentage is $3,339.89.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
11-23-54 gl

RECEIVED
NOV 24 1954
FOR FILING

F-135(6)
4090

File

November 23, 1954

Mr. D. C. King
Resident Highway Engineer
Box 543
Astoria, Oregon

Dear Sir:

Final Estimate is being prepared on Contract No. 4090, Gnat Creek-Bradley Park paving project in Clatsop County.

Final payment will not be made, however, until the Report on Materials and Employment, Form PR-47-A, has been received in this office.

It is the responsibility of the contractor, and a part of his contract, to furnish the engineer with the information required by this form. Until it has been submitted, we cannot consider the contractor has met all of the provisions of his contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

cc: J. D. Walker

cc: Jed Wilson
Seaside, Oregon

RECEIVED
NOV 23 1954
FOR FILING

F-35-(6)
4

November 22, 1954

Request for extension of time
No. 16
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Jed Wilson for an extension of time on the Goat Creek-Bradley Park Contract No. 4090 from September 30, 1954 to October 30, 1954.

Extremely wet weather throughout the entire paving season delayed the contractor on finishing his paving and shoulder oiling. The delay was not the fault of the contractor, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me

Enclosure

cc Mr. H. G. Smith

RECEIVED
E. A. MESSER & ASSOCIATES, INC.
FOR FILING

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
NOV 19 1954
OREGON
STATE HIGHWAY COMMISSION

November 16, 1954

Mr. Jed Wilson and/or
[illegible] & W Crushing Company
General Delivery
Mitchell, Oregon

Subject: Blodgett Rock Production Project, Contract 4122, and
Bradley Park Paving Project, Contract 4070.

Dear Jed:

As outlined to you in previous conversation and correspondence, we have never been able to reconcile our figures with yours on either of the above noted projects. In order to clarify the quantities and figures, we are listing below the details of both contracts in chronological order.

BLODGETT ROCK PRODUCTION PROJECT, CONTRACT 4122.

The date of our sub-contract agreement with you on this project was March 31, 1954. It calls for us to produce for your crusher by drilling and blasting approximately 15,000 cubic yards of rock at 50 cents per cubic yard from the quarry site owned by the Oregon State Highway Department. We moved into the first quarry site on April 5th and started drilling operations. On April 14th, the first 50 holes were loaded and shot. Due to the fact that rock was not present at the first quarry site as indicated by the state, we were forced to conclude drilling operations on May 3rd and on May 7th the final shot was made there and our equipment moved out. Total rock crushed from this operation was 7,495 cubic yards according to a letter from Mr. David W. Moehring, Resident Engineer, dated October 5, 1954. The state continued geological exploration and core drilling for the location of additional rock near the original quarry site during the months of May and June. On July 7, in the presence of you, Mr. [illegible] Walker, Division Engineer, Mr. David W. Moehring, Resident Engineer, and a member of the state highway department geological staff, we agreed to bring in an air compressor and wagon drill for the purpose of testing the rock in the floor of the old quarry north of the highway. This work was for the highway department and it was agreed by all present that it should be handled on a force account basis as extra work at the rates prescribed in the State Highway Department General Specifications. We proceeded with the force account drilling operations on July 8th through the 9th and completed them to the satisfaction of the state engineers on July 12th. On July 23rd, at the instruction of Mr. Moehring, our statement was made up according to specifications and mailed directly to him. The total amount of this statement was $371.69. This statement was subsequently approved and forwarded to Salem for payment. Payment was then made to you by the highway department and you included $334.56 of the amount in your check number 2[illegible] sent to us on October 5th. Apparently, however, you have applied this amount on our contract and have not classed it as extra work. Also, there was a deficiency of $37.13 from the amount of our statement to the state.

After the force account drilling was completed on the 12th, we again met with you and agreed to proceed with drilling and blasting operations in quarry site #2 for a price of 65 cents per cubic yard for all rock produced and used by your crusher. This was due to the extra cost incurred by us caused by the delay, additional move-in and move-out and the higher cost involved in drilling and blasting the rock in quarry site #2. In order to eliminate a delay in your crushing operation, we were forced to bring in a 600 CFM air compressor and two large wagon drills which were operated on a double shift basis. Drilling was started at the new location on July 13th, the quarry was shot on August 10th and our equipment moved out on August 11th. The crushed rock resulting from this operation amounted to 7,130 cubic yards according to the letter from Mr. Moehring, dated October 1st. The following details giving dates, amounts and quantities are furnished for your convenience in checking.

AMOUNTS DUE US

| | |
|---|---|
| Rock produced from first quarry site, 7495 at 50 cents | $3,747.50 |
| Rock produced from second quarry site, 7130 at 65 cents | 4,634.50 |
| Total amount due under contract A122 | $8,382.00 |
| Total amount due from extra work on force account basis | 371.69 |
| Grand total due | $8,7[illegible].69 |

DATES AND AMOUNTS RECEIVED FROM JED WILSON IN PAYMENT

| | |
|---|---|
| Aug. 4, 1954 | $1,161.00 |
| Sept. 10, 1954 | 1,761.65 |
| Oct. 5, 1954 | 3,[illegible]1.77 |
| Nov. 5, 1954 | [illegible]2.52 |
| | $6,[illegible] |
| Invoice from Benton-Lincoln Electric Co-op, Inc. paid by Jed Wilson for us for services by them | 90.35 |
| Total amount received | $7,0[illegible] |
| Balance due E. A. MESSER & ASSOC., INC. from contract A122 | $1,714.2[illegible] |

BRADLEY [illegible] PAVING PROJECT, CONTRACT A[illegible].

Our sub-contract with you on this project was dated March 11, 1954. It called for us to produce by drilling and blasting approximately 9,000 cubic yards of rock at [illegible] cents. In April, an addendum to the original contract was signed by you, increasing the yardage to approximately 15,000 cubic yards to be produced at the same price. We moved in and started drilling operations on March 12 and continued until May 5th, at which time the equipment was shut down until May 10th. Drilling and blasting was then continued until May 15th, at which time we moved out. In addition to the contract, we did extra work for you on a force account basis in a total amount of $446.30 for which statements were mailed to you on May 4th and June 9th. Your check in the amount of $446.30 covering the force account work was received on July 17th as will be noted in the details given below. As of this date, we have received a total of $2,724.80 from you to apply on this contract, and $446.30 to cover the extra work as outlined above. We have never as yet received an official quantity figure on the job; however, our explosive factor indicates that we blasted approximately 18,000 cubic yards of rock in solid measure.

DATES AND AMOUNTS RECEIVED FROM JED WILSON IN PAYMENT

| ON CONTRACT | | ON EXTRA WORK | |
|---|---|---|---|
| May 10, 1954 | $1,624.80 | July 17, 1954 | $ 446.30 |
| July 17, 1954 | 600.00 | From contract | 2,724.80 |
| October 6, 1954 | 500.00 | | |
| Total amount received | $2,724.80 | Received to date | $3,171.10 |

We of course have been concerned over the discrepancies in both contracts and it has been not only inconvenient but extremely costly to us to have our working capital tied up in these contracts for such a long period of time. Your last letter dated November 3rd on the Blodgett job indicated that your check for $652.52 was "final payment". As you can see from the details given above, there is no way to reconcile such a figure on any basis.

The purpose of this letter is to place you on notice of the discrepancies and to ask that you examine your records at once and give us the benefit of your findings. This letter will also serve as formal notice to you that we expect both contracts to be liquidated in full as per our agreements without further delay.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

BY EAMesser
E. A. Messer

EAM:jt

cc to Mr. J. D. Walker
Mr. David H. Moehring

8

Form E-1

F-135(4)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov 6, 1954

| | | | |
|---|---|---|---|
| Section | Gnat Creek - Bradley Park | Kind of work | Paving |
| Highway | Columbia River | Section prefix | 4-1068 |
| Contractor | Jed Wilson | Contract number | 4090 |
| Date of contract | Jan 22, 1954 | Date of completion | Sept. 30, 1954 |
| Date work started | Feb 8, 1954 | Estimated date of completion | Oct 28, 1954 |
| Amount of contract | $121,618.67 | Per cent of time elapsed | 100% |

Estimated cost of completed project, exclusive of engineering $112,483.68

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $9,700, 100% Date project was completed Oct 28, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men in office three days this week computing quantities for the semi-final estimate. This estimate was completed and forwarded to Salem on Friday.

NOTED
[illegible] G. SMITH

O ILER

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
NOV 3 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed D. C. King

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | 1.99 | | 1.99 | 1.99 |
| Miles partially completed | | | | | |
| Miles completed | | 1.99 | | 1.99 | 1.99 |
| Total estimated quantities | | 9115 | 6400 | 120.6 T | 7690 T |
| Estimated quantities moved or placed to date | | 9115 | 6400 | 120.6 T | 7690 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

RECEIVED
JU 1 8 1954
DIVISION ENGINEER

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Clear | | |
| Tuesday | Cloudy | | |
| Wednesday | Cloudy | | |
| Thursday | Overcast | | |
| Friday | Wind & Rain | | |
| Saturday | | | |

STATE PRINTING

RECEIVED
NOV 8 1954
FOR FILING

| |
|---|
| |
| F-135 (6) |
| 4090 |

November 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 28, 1954, on Contract No. 4090, Goat Creek-Bradley Park Section, in Clatsop County, in connection with Federal Aid Project No. F-135 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

cc: John Cattrall

RECEIVED
NOV 4 1954
FOR FILING

F-135 (6)
[illegible]

November 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Gnat Creek-Bradley Park Contract No. 4090, Oregon F-135 (6), from September 30, 1954 to October 28, 1954, to Jed Wilson, contractor.

Extremely wet weather throughout the entire paving season delayed the contractor on finishing his paving and shoulder oiling. It is believed that the delay was not the fault of the contractor, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
FORM E-30 25M 9-51
FOR FILING

F-12-1
4071

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1954

SUBJECT:

To: Mr. W. W. Stiffler ✓
Ass't. State Hwy. Engineer
DEPARTMENT

Dear Sir:

I had quite a time getting an appointment with Mr. Vance of the Fir-Tex Insulating Board Co. to make an inspection of their proposed Tree Farm sign on the Gnat Creek-Bradley Park Section as requested in your letter of May 24 to Mr. Walker.

Sign Superintendent, Shough and I had looked over the site some time ago when Mr. Vance was on his annual vacation. On August 3, Mr. Shough went over the location on the ground with Mr. Vance and a site was chosen on the south side of the highway 50 feet from the centerline at station 42+50.

Very truly yours,

W O Widdows
W. O. Widdows
Ass't. Maint. Engineer

WOW:df

cc: Mr. E. A. Collier
Mr. J. D. Walker
Mr. R. M. Smith

RECEIVED
AUG 6 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

1232

Form PR 2 (Revised 1950)

F-135(6)

4070

Federal Aid

State Oregon

Project No. F-135(6)

U. S. DEPARTMENT OF COMMERCE

# BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the ~~approved~~ furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 6th January, 1954; and

District ~~xxxxxx~~

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of Sixty-nine thousand and 00/100 dollars ($69,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 19, T. 8 N., R. 6 W., W.M., and survey station 105+00 in the SW 1/4, Section 16, T. 8 N., R. 6 W., W.M., without exception, , length 1.989 miles, in Clatsop County, being Oregon Federal Aid project No. F-135(6), consisting of 1.989 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
MAY 20 195
DIVISION

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-nine thousand and 00/100 dollars ($69,000.00), which does not exceed the authorized Federal pro rata share of one hundred twelve thousand, three hundred eighty-eight and 65/100 dollars ($112,388.65), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

ASS'T SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

RECEIVED
MAY 20 1954
DIVISION

MAY 24 1954

Oregon State Highway Department

Federal Aid Project
No. F-135 (6)

## GNAT CREEK-BRADLEY PARK SECTION
## OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

**Type Code 6201**
**2-Lane Roadway** (Sta. 0+00 to Sta. 8+00)(Contract No. 4090)

| | | | | |
|---|---|---|---|---|
| 650 | Cu. Yd. | 1" - 0 Material in Leveling Course and Shoulders | $ 2.00 | $ 1,300.00 |
| 10 | M-gal. | Sprinkling | 2.00 | 20.00 |
| 20 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 3.15 | 63.00 |
| 4 | Tons | RC-3 Asphalt in Binder Course | 44.00 | 176.00 |
| 430 | Tons | Class "B" Asphaltic Concrete | 6.80 | 2,924.00 |
| 40 | Cu. Yd. | Oiling Aggregate | 3.65 | 146.00 |
| 4 | Tons | 150-200 Asphalt | 44.00 | 176.00 |
| 1 | Ton | RS-2 Asphalt | 44.00 | 44.00 |
| | | Subtotal | | $ 4,849.00 |
| | | 10% Engr. & Cont. | | 484.90 |
| | | Total | | $ 5,333.90 |

Length of Roadway 0.152 mile
Cost of Roadway per Mile $35,091.45

**Type Code 6201**
**3-Lane Roadway** (Sta. 8+00 to Sta. 98+00)

| | | | | |
|---|---|---|---|---|
| 12,000 | Cu. Yd. | General Excavation, Unclassified | $ 0.40 | $ 4,800.00 |
| 3,500 | Lin. Ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 10,500.00 |
| 3,500 | Lin. Ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 40 | Only | Corrugated Metal Sight Posts | 4.00 | 160.00 |
| 9,050 | Cu. Yd. | 1" - 0 Material in Leveling Course and Shoulders | 2.00 | 18,100.00 |
| 220 | M-gal. | Sprinkling | 2.00 | 440.00 |
| 380 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 3.15 | 1,197.00 |
| 60 | Tons | RC-3 Asphalt in Binder Course | 44.00 | 2,640.00 |
| 6,970 | Tons | Class "B" Asphaltic Concrete | 6.80 | 47,396.00 |
| 430 | Cu. Yd. | Oiling Aggregates | 3.65 | 1,569.50 |
| 39 | Tons | 150-200 Asphalt | 44.00 | 1,716.00 |
| 10 | Tons | RS-2 Asphalt | 44.00 | 440.00 |
| | | Subtotal | | $88,958.50 |
| | | 10% Engr. & Cont. | | 8,895.85 |
| | | Total | | $97,854.35 |

| | |
|---|---|
| Length of Roadway | 1.705 miles |
| Cost of Roadway per Mile | $57,392.58 |

**Type Code 6201**

**4 Lane Roadway** (Sta. 98+00 to Sta. 105+00)

| | | | | |
|---|---|---|---|---|
| 500 | Lin. Ft. | Metal Guard Rail, Concrete or Metal Posts | $ 3.00 | $1,500.00 |
| 500 | Lin. Ft. | Metal Guard Rail, Treated Timber Posts | | (Alternate) |
| 5 | Only | Corrugated Metal Sight Posts | 4.00 | 20.00 |
| 700 | Cu. Yd. | 1" - 0 Material in Leveling Course and Shoulders | 2.00 | 1,400.00 |
| 20 | M-gal. | Sprinkling | 2.00 | 40.00 |
| 30 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 3.15 | 94.50 |
| 6 | Tons | RC-3 Asphalt in Binder Course | 44.00 | 264.00 |
| 700 | Tons | Class "B" Asphaltic Concrete | 6.80 | 4,760.00 |
| 30 | Cu. Yd. | Oiling Aggregates | 3.65 | 109.50 |
| 3 | Tons | 150-200 Asphalt | 44.00 | 132.00 |
| 1 | Ton | RS-2 Asphalt | 44.00 | 44.00 |
| | | | Subtotal | $8,364.00 |
| | | | 10% Engr. & Cont. | 836.40 |
| | | | Total | $9,200.40 |

| | |
|---|---|
| Length of Roadway | 0.132 mile |
| Cost of Roadway per Mile | $69,700.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2 Lane Roadway | $ 5,333.90 | $ 3,275.00 | $ 2,058.90 |
| 3 Land Roadway | 97,854.35 | 60,077.00 | 37,777.35 |
| 4 Lane Roadway | 9,200.40 | 5,648.00 | 3,552.40 |
| | $112,388.65 | $69,000.00 | $43,388.65 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-135 (6)

## GNAT CREEK-BRADLEY PARK SECTION
## OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 30, 1953

Type Code 6801
2-Lane Roadway (Sta. 0+00 to Sta. 8+00)

| | | | | |
|---|---|---|---|---|
| 650 | cu. yds. | 1" - 0 Material in Leveling Course and Shoulders | $ 2.10 | $ 1,365.00 |
| 10 | M-gal. | Sprinkling | 3.00 | 30.00 |
| 20 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.35 | 87.00 |
| 4 | tons | RC-3 Asphalt in Binder Course | 50.00 | 200.00 |
| 430 | tons | Class "B" Asphaltic Concrete | 7.00 | 3,010.00 |
| 40 | cu. yds. | Oiling Aggregate | 5.00 | 200.00 |
| 4 | tons | 150-200 Asphalt | 46.00 | 184.00 |
| 1 | ton | RS-2 Asphalt | 55.00 | 55.00 |
| | | | Subtotal | $ 5,131.00 |
| | | | 10% Engr. & Cont. | 513.10 |
| | | | Total | $ 5,644.10 |

Length of Roadway 0.152 mile
Cost of Roadway per Mile $37,263.81

Type Code 6801
2-Lane Roadway (Sta. 8+00 to 98+00)

| | | | | |
|---|---|---|---|---|
| 12,000 | cu. yds. | General Excavation, Unclassified | $ 0.65 | $ 7,800.00 |
| 3,500 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 10,500.00 |
| 3,500 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 40 | only | Corrugated Metal Sight Posts | 4.00 | 160.00 |
| 9,050 | cu. yds. | 1" - 0 Material in Leveling Course and Shoulders | 2.10 | 19,005.00 |
| 220 | M-gal. | Sprinkling | 3.00 | 660.00 |
| 380 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.35 | 1,653.00 |
| 60 | tons | RC-3 Asphalt in Binder Course | 50.00 | 3,000.00 |
| 6,970 | tons | Class "B" Asphaltic Concrete | 7.00 | 48,790.00 |
| 430 | cu. yds. | Oiling Aggregates | 5.00 | 2,150.00 |
| 39 | tons | 150-200 Asphalt | 46.00 | 1,794.00 |
| 10 | tons | RS-2 Asphalt | 55.00 | 550.00 |
| | | | Subtotal | $ 96,062.00 |
| | | | 10% Engr. & Cont. | 9,606.20 |
| | | | Total | $105,668.20 |

| | |
|---|---|
| Length of Roadway | 1.705 miles |
| Cost of Roadway per Mile | $61,975.48 |

**Type Code 6201**
**4-Lane Roadway** (Sta. 98+00 to Sta. 105+00)

| | | | | |
|---|---|---|---|---|
| 500 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | $ 3.00 | $ 1,500.00 |
| 500 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 5 | only | Corrugated Metal Sight Posts | 4.00 | 20.00 |
| 700 | cu. yds. | 1" - 0 Material in Leveling Course and Shoulders | 2.10 | 1,470.00 |
| 20 | M-gal. | Sprinkling | 3.00 | 60.00 |
| 30 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.35 | 130.50 |
| 6 | tons | RC-3 Asphalt in Binder Course | 50.00 | 300.00 |
| 700 | tons | Class "B" Asphaltic Concrete | 7.00 | 4,900.00 |
| 30 | cu. yds. | Oiling Aggregates | 5.00 | 150.00 |
| 3 | tons | 150-200 Asphalt | 46.00 | 138.00 |
| 1 | ton | RS-2 Asphalt | 55.00 | 55.00 |
| | | | Subtotal | $ 8,723.50 |
| | | | 10% Engr. & Cont. | 872.35 |
| | | | Total | $ 9,595.85 |

| | |
|---|---|
| Length of Roadway | 0.132 mile |
| Cost of Roadway per Mile | $72,695.83 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-Lane Roadway | $ 5,644.10 | $ 3,454.00 | $ 2,190.10 |
| 3-Lane Roadway | 105,668.20 | 64,673.00 | 40,995.20 |
| 4-Lane Roadway | 9,595.85 | 5,873.00 | 3,722.85 |
| | $120,908.15 | $74,000.00 | $46,908.15 |

RECEIVED
FOR FILING

February 17, 1954

Mr. Jed Wilson
Seaside
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4090, which was awarded to you on January 22, 1954 by the State Highway Commission, for paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 15 1954
FOR FILING

F-135(6)

February 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 8, 1954 on Contract No. 4090, Gnat Creek-Bradley Park Section, in Clatsop County, in connection with Federal Aid Project No. F-135 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:tp

R

RECEIVED

FOR FILING

F-135(6)

4010

# OREGON STATE HIGHWAY DEPARTMENT
# CONSTRUCTION DIVISION

## Soils Section
## Subbase & Base Design

**Section:** Gnat Creek-Bradley Park

**County:** Clatsop **Prefix:** 4-1401-900

**Length of Project:** 1.989 Miles

**Highway:** Columbia River

**Res. Eng'r.:** D. C. King

**Stations:** 0+00 to 105+00

The recommended total thickness of leveling course plus wearing surface is 6½" over existing 19" to 24" of selected roadbed materials, consisting of 5" minus rock and sand.

Submitted by
~~Ass't. Construction~~ Engineer
Soils

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
~~Ass't.~~ State Highway Engineer
Deputy

cc
Deputy
~~Ass't.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

12/29/53

RECEIVED
FOR FILING

[illegible]

[illegible]

January 25, 1954

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Mr. Wilson:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4090 for 1.99 miles of paving on the Gnat Creek-Bradley Park Section of the Columbia River Highway about 19 miles east of Astoria in Clatsop County. This award was based on your bid of $112,731.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-135(6)

4090

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4090 for Oregon Project F-135(6), Gnat Creek-Bradley Park Section of the Columbia River Highway, to Jed Wilson of Seaside, Oregon, low bidder in the amount of $112,731.50 at the January 22, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-135(6)
4040
7-135(6)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-135(6), Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

BF-161(23) Structures on Goshen-Coast 1954
Fork, Willamette River Unit
#4091 of the Pacific Hwy.

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 6, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4091 | 10-Final | R. H. Jones | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 27083 | B-112249 | $ 7,460.35 | 1/5/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.
Ruth Rawlings

---

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 30, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 7 1955
Ruth Rawlings

RECEIVED
DEC 24 1954
FOR FILING

BFF-161(-3)
4011

December 24, 1954

REGISTERED MAIL

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

State Highway contract No. 4091 for work performed on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County was completed by the contractor, R. H. Jones, on November 30, 1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $7,460.35 will be released to the contractor on or after January 3, 1955. The total contract amount is $94,765.34, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc:
Continental Casualty Company
C. A. Tonassens & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

NOTED ON CARD
dc

RECEIVED
MAR 3 1954
FOR FILING

PFI-161(c)

March 2, 1954

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4091, which was awarded to you on January 22, 1954 by the State Highway Commission, for the construction of three structures on Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

SF-11(1)

4591

January 25, 1954

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4591 for construction of structures on Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County. This award was based on your bid of $97,965.20 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
. M. Franzwa, SHC

Enclosure

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FI-161(23)

4091

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4091 for Oregon Project BFI-161(23), Goshen-Coast Fork Willamette River Section of the Pacific Highway, to R. H. Jones of Hillsboro, Oregon, low bidder in the amount of $97,965.20 at the January 22, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

~~FOR~~ FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

161(23)

4221

F 77 161(23)

January 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-161(23), Goshen-Coast Fork Willamette River Section (Structures) of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

S-204(4) Bear Cr.-Scotts Point Sec., 1954
Siletz Secon. Hwy.
#4092

5-2-4(-1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 14, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4092 | 14-Final | Calkins Crushing Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 28795 | B-136165 | $ 5,967.56 | 11/14/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 17, 1955 without penalty

Completion Date: Aug. 17, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

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FOR FILING

[illegible]
4092

November 1, 1955

CERTIFIED MAIL

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 4092 for work performed on the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County was completed by the contractor, Calkins Crushing Company, on August 17 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $5,967.56 will be released to the contractor on or after November 12, 1955. The total contract amount is $177,971.44, of which amount $3,386.37 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pacific Indemnity Co.
V. W. Hamner, Agent
Yeon Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

S-204(4)

4092

October 3, 1955

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from September 30, 1954 to September 1, 1955 within which to complete your contract No. 4092, covering the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County.

We are pleased to inform you that the Highway Commission granted your request to August 17, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: J. D. Walker,
Division Engineer

B. P. Huntley,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 6 - 1955
FOR FILING

5-204(1)
4-7-

September 6, 1955

**CERTIFIED MAIL**

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Co. in connection with contract No. 4092, covering the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County.

This payment, in the amount of $8,036.05, will be released to the contractor on or after September 16, 1955. The retained percentage is $5,319.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pacific Indemnity Co.
V. W. Hamner, Agent
Yeon Bldg.
Portland, Oregon

NOTED ON CARD

B

RECEIVED
AUG 25 1955
FOR FILING

204(4)
4092

August 25, 1955

Request for extension of time
No. 2
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Calkins Crushing Company for an extension of time on the Bear Creek-Scotts Point Section, Siletz Secondary Highway, Contract No. 4092, from September 30, 1954 to September 1, 1955.

The contractor completed the grading last fall and part of the rock surfacing but because of extremely heavy rains the surface was too spongy to begin paving at that time. He was ordered by the Engineer to delay his paving until this summer. He has now completed his job satisfactorily as of August 17, 1955.

I recommend the extension be granted to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

~~Attachment~~

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
AUG 23 1955
FOR FILING

S 204(4)
4092

August 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 17, 1955, on Contract No. 4092, Bear Creek-Scotts Point Section, in Lincoln County, in connection with Federal Aid Project No. S-204(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[redacted]

cc: John Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 20, 1955

Section Bear Creek-Scotts Point

Kind of work Grading & Paving

Highway Siletz Secondary

Section prefix 121-1035

Contractor Calkins Crushing Co.

Contract number 4092

Date of contract January 22, 1954

Date of completion September 30, 1954

Date work started February 8, 1954

Estimated date of completion August 17, 1955

Project authorization $ 157,445.25

Exclusive of Engineering $ 144,627.81

Per cent of time elapsed 227 %

Estimated cost of completed project, exclusive of engineering $ 156,632.64

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 12,817.44

Engineering cost to date $ 14,134.22, 110 %

Date project was completed August 17, 1955

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We are transmitting the Semi-final Estimate to Salem today August 19, 1955.

Last report.

NOTED
[illegible] SMITH

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED
[illegible]

Signed B P Huntley

Address 117 Galloway St., McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.91 | 1.91 |  |  | 1.91 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 1.91 | 1.91 |  |  | 1.91 |
| Total estimated quantities | 65,012 | 20,400 |  |  | 3,702 |
| Estimated quantities moved or placed to date | 65,012 | 20,400 |  |  | 3,702 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.......................... County, ........%; .......................... County, ........%; .......................... County, ........%; .......................... County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . . ..............., . . . . . ..............., . . . . . ...............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | clear |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | " |  |  |
| Saturday |  |  |  |

RECEIVED
AUG 18 1955
FOR FILING

5.3.4(4)

4092

August 16, 1955

Oregon State Highway Commission

Gentlemen:

We have had a minor overrun in the project authorization for the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County. The amount of the overrun is approximately $12,000, or 7.2 per cent, and is occasioned by an increase in excavation caused by slides and an increase in the quantities of rock base required.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization in the amount of $12,000 on the Bear Creek-Scotts Point Section, Contract No. 4092.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maiser

Request for O'run for $12,000
sent to Comm 8-18-55

RECEIVED
SEP 2 - 1954
FOR FILING

S-224(1)

4212

September 1, 1954

Mr. John Delsell
Vice-President
Pacific Lumber Company
Newport, Oregon

Dear Sir:

The Oregon State Highway Commission is at present engaged in the construction of the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County. This two-mile section is located in the Siletz River canyon some six miles southeast of Kernville.

Actual grading work was begun about June 22, 1954, and is still in progress. The grading work is practically complete; however, some finishing of grade and construction of the base course and paving remain to be done.

The extremely wet and unfavorable construction season has made progress on this project very difficult and has presented problems in maintaining traffic, culminating in the present situation of a muddy and impassable roadbed section which has forced a temporary closure of the road.

It is our hope that the weather will improve appreciably in order that we may continue operations; however, it appears logical to assume that during the period necessary for the construction of the crushed rock base course we will not be able to carry anything other than light traffic and will be forced to impose a load limit which will prohibit hauling of heavy loads.

Let me assure you that we are even more anxious than are you to hold this period to a bare minimum and shall exercise every effort to accelerate the operations as soon as the roadbed conditions will permit.

Thanking you for your consideration in the matter, I remain

Very truly yours,

R. H. Baldock
State Highway Engineer

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-204(4)

S-204(4)

401-

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of October, 1953, a program, which was approved on the 1st day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety-three thousand and 00/100 dollars ($93,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the SE 1/4, Section 16, T. 8 S., R. 10 W., W.M., and survey station 101+00 in the NE 1/4, Section 20, T. 8 S., R. 10 W., W.M., without exception, , length 1.911 miles, in Lincoln County, being Oregon Federal Aid / Secondary project No. S-204(4), consisting of 1.911 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED MAR 20 195 DIVISION

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

ninety-three thousand and 00/100

dollars ($93,000.00), which does not exceed the authorized Federal pro rata share of

one hundred fifty-one thousand, one hundred fifty-nine and 80/100

dollars ($151,159.80), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Lloyd Query
ASS'T. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—11270-5

A4.62

RECEIVED MAY 20 1934 DIVISION 8

MAY 25 1934

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204 (4)

## BEAR CREEK-SCOTTS POINT SECTION OF THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on Low Bid Prices.)

Salem, Oregon, April, 1, 1954

Type Code 6201
Roadway (Sta. 0+00 to Sta. 101+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | $ | $ 18,000.00 |
| 530 | Cu. Yd. | Structural Excavation, Unclassified | 5.00 | 2,650.00 |
| 56,000 | Cu. Yd. | General Excavation, Unclassified | 0.39 | 21,840.00 |
| 74,000 | Yd. Sta. | Short Overhaul | 0.015 | 1,110.00 |
| 1,500 | C-yd. Sta. | Long Overhaul | 2.00 | 3,000.00 |
| 1.91 | Miles | Finishing Roadbed & Slopes | 1,500.00 | 2,865.00 |
| 1,300 | Lin. Ft. | 6-inch Perforated Metal Drain Pipe | 1.60 | 2,080.00 |
| 40 | Lin. Ft. | 12-inch Concrete Pipe | 1.65 | 66.00 |
| 1,100 | Lin. Ft. | 18-inch Concrete Pipe | 2.85 | 3,135.00 |
| 70 | Cu. Yd. | 3/8" - 0 Backfill in Drains | 5.00 | 350.00 |
| 110 | Cu. Yd. | Class "A" Concrete | 55.00 | 6,050.00 |
| 16,400 | Lbs. | Metal Reinforcement | 0.12 | 1,968,00 |
| All Required | | Provisions for Traffic and Removal of Old Bridge | | 2,000.00 |
| 13,600 | Cu. Yd. | 3" - 0 Material in Base | 2.20 | 29,920.00 |
| 2,800 | Cu. Yd. | 3/4" - 0 Material in Base and Shoulders | 2.45 | 6,860.00 |
| 350 | M-gal. | Sprinkling | 2.00 | 700.00 |
| 240 | Cu. Yd. | 3/4" - 0 Material in Binder Course | 5.10 | 1,224.00 |
| 40 | Tons | RC-3 Asphalt in Binder Course | 60.00 | 2,400.00 |
| 3,900 | Tons | Class "B" Asphaltic Concrete | 8.00 | 31,200.00 |
| | | Subtotal | | $137,418.00 |
| | | 10% Engr. & Cont. | | 13,741.80 |
| | | Total | | $151,159.80 |

| | |
|---|---|
| Length of Roadway | 1.911 Miles |
| Cost of Roadway per Mile | $79,099.84 |

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $93,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 58,159.80
$151,159.80

State Funds for Construction: Chap. 175, laws 1917 Chap. 31, laws 1920, Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204 (4)

## BEAR CREEK-SCOTTS POINT SECTION OF THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1953

Type Code 62C1
Roadway (Sta. 0+00 to Sta. 101+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | $ | $ 20,000.00 |
| 530 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 1,590.00 |
| 56,000 | cu. yds. | General Excavation, Unclassified | 0.55 | 30,800.00 |
| 74,000 | yd. sta. | Short Overhaul | 0.02 | 1,480.00 |
| 1,500 | C-yd. sta. | Long Overhaul | 0.45 | 675.00 |
| 1.91 | mi. | Finishing Roadbed and Slopes | 800.00 | 1,528.00 |
| 1,300 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 2,600.00 |
| 40 | lin. ft. | 12-inch Concrete Pipe | 2.25 | 90.00 |
| 1,100 | lin. ft. | 18-inch Concrete Pipe | 3.50 | 3,850.00 |
| 70 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.00 | 350.00 |
| 110 | cu. yds. | Class "A" Concrete | 70.00 | 7,700.00 |
| 16,400 | lbs. | Metal Reinforcement | 0.14 | 2,296.00 |
| All Required | | Provisions for Traffic and Removal of Old Bridge | | 2,000.00 |
| 13,600 | cu. yds. | 3" - 0 Material in Base | 2.60 | 35,360.00 |
| 2,800 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 2.75 | 7,700.00 |
| 350 | M-gal. | Sprinkling | 2.50 | 875.00 |
| 240 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.25 | 1,020.00 |
| 40 | tons | RC-3 Asphalt in Binder Course | 45.00 | 1,800.00 |
| 3,900 | tons | Class "B" Asphaltic Concrete | 8.25 | 32,175.00 |
| | | Subtotal | | $153,889.00 |
| | | 10% Engr. & Cont. | | 15,388.90 |
| | | Total | | $169,277.90 |

| | |
|---|---|
| Length of Roadway | 1.911 miles |
| Cost of Roadway per Mile | $88,580.79 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 96,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 73,277.90 |
| | $169,277.90 |

RECEIVED
FEB 18 1954
FOR FILING

February 17, 1954

Calkins Crushing Co.

Oceanlake, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4092, which was awarded to you on January 22, 1954 by the State Highway Commission, for grading and paving on the Bear Creek-Scotts Point Section of the Siletz Secondary Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FEB 15 1954
FOR FILING

S-204(4)

4092

February 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 8, 1954 on Contract No. 4092, Bear Creek-Scotts Point Section, in Lincoln County, in connection with Federal Aid Project No. S-204(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:gs

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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1954

S-204(1)

4092

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Calkins Crushing Company and Fodge and Collins covering Items 1 to 10, inclusive, and Item 13 on the Bear Creek-Scotts Point Contract No. 4092, Oregon S-204 (4), is approved and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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JAN [illegible]
FOR FILING

January 25, 1954

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 409- for 1.91 miles of grading and paving on the Bear Creek-Scotts Point Section of the Siletz Secondary Highway about 6 miles southeast of Kernville in Lincoln County. This award was based on your bid of $160,218.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert

W. M. Franzwa, SIAC

Enclosure

RECEIVED
FOR FILING
OREGON DISTRICT

S-204(4)

4092

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4092 for Oregon Project S-204(4), Bear Creek-Scotts Point Section of the Siletz Highway, to Calkins Crushing Company of Ocean Lake, Oregon, low bidder in the amount of $160,218.00 at the January 22, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

January 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm for the record our previous verbal notification that the addition of Item 237, Project S-204(4), Oregon Federal-aid Secondary Highway Program (Stage 2) is approved as of January 1, 1954.

The program data is as outlined in State letter of October 27, 1953, as follows:

| | |
|---|---|
| Item No. | 237 |
| County | Lincoln |
| Project No. | S-204(4) |
| FAS Route No. | 196 |
| State Route | 181 |
| Termini | Bear Creek to Scotts Point (5.5 mile south of Kernville-South 1.9 mi.) |
| Construction Cost: | |
| Total | $160,000 |
| Federal Funds | 96,000 |
| State Funds | 64,000 |
| Length | 1.91 miles |
| Character of Work Proposed | Grade, drain, 2-lane high type pavement, 20 feet wide with 2 foot shoulder. |

Approval as you were previously notified, is with the understanding that the requirements of Section 1.6 of the regulations with respect to cooperation with local officials in the selection of this project have been complied with.

It is noted "that this project is submitted for less than the legal pro rata of Federal financing. However, in view of the substantial amount of the Federal funds requested, it is expected that after award of the contract no request will be submitted to increase the Federal funds."

Very truly yours,

C. G. POLK
District Engineer

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S-204(4)

4012

S-204(4)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-204(4), Bear Creek-Scotts Point Section of the Siletz Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 6 - 1954
FOR FILING

| |
|---|
| S-204(4) |
| |
| 1072 |

S-204(4)

January 5, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Supplementing our letter of October 27, 1953, requesting the approval for programming of Item 237, Project S-204 (4), Bear Creek-Scotts Point Section of the Siletz Highway, you are advised that the project has been selected by the Highway Commission and Lincoln County officials in cooperation with each other as required by the provisions of the Federal Aid Act.

Very truly yours,

R. H. Baldock
State Highway Engineer

W. C. Williams
Deputy State Highway Engineer

JWM:ch

RECEIVED
OCT 29 1953
FOR FILING

204(4)

[illegible]

October 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Secondary Highway Program, it is our desire to contract the construction of the Bear Creek-Scotts Point Section of the Siletz Highway. This section connects with a bituminous macadam surface, 20 feet wide, at a point approximately 5.5 miles south of Kernville and extends south a distance of 1.9 miles.

The program data for this improvement are as follows:

| | |
|---|---|
| Item No. | 237 |
| County | Lincoln |
| Project No. | S-204 (4) |
| FAS Route No. | 196 |
| State Route | 181 |
| Termini | Bear Cr. to Scotts Point (5.5 mi. South Kernville-South 1.9 mi.) |
| Construction Cost: | |
| Total | $160,000 |
| Federal Funds | $ 96,000 |
| State Funds | $ 64,000 |
| Project Totals: | |
| Total Cost | $160,000 |
| Federal Funds | $ 96,000 |
| Length | 1.91 miles |
| Traffic Data: | |
| 1952 A.D.T. | 250 |
| Per cent commercial | 25 |
| Estimated 1972 A.D.T. | 375 |
| 30th Peak Hour | 70 |

Character of Proposed Work:
Grade, Drain, 2-lane High Type Pavement
20 feet wide with 2-foot shoulders

For map - see
Mr. Nash

A small map showing the location of the project is being sent herewith.

The Siletz Highway is an important north and south inland highway in Lincoln County serving agricultural and dairy farms situated along the Siletz River. It serves, also, an extensive timbered area and is the only outlet for logs being transported to mills located at Kernville and Toledo.

As federal funds for the project are not presently available, we would appreciate your processing the project to the point of approval so that approval may be granted immediately following the allocation of the already authorized 1955 federal-aid secondary funds. It is planned to open bids for the project on about December 10, if the funds and official approval are forthcoming in time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.

124-1067 Niagara-Detroit Guard Rail 1954
Proj. on the N. Santiam Hwy.
#4093

124-1047
4093

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 22, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4093 | 4-Post Final | R & M Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23571 | R-108730 | $ 159.12 | 11/19/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Sep. 2, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
11-22-54

Warrant Mailed: Ruth Rawlings

RECEIVED
FOR FILING

124-1067
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1954

(EST. NO.) (CONTRACT NO.)

4093 3-final R & M Constr. Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

22037 9-106238 6,629.40 Oct. 14, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Sep. 2, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
OCT 1 - 1954
FOR FILING

September 30, 1954

Pacific Indemnity Company
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State highway contract No. 4093 for work performed on the Niagara-Detroit Section of the North Santiam Highway in Marion County was completed by the Contractor R. [illegible] Construction Co., on September 2, 1954 and was formally accepted by the Commission on September 23, 1954.

Final payment in the amount of $6,629.40 will be released to the contractor on or after October 9, 1954. The total contract amount is $19,539.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - Pacific Indemnity Co.
Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
9-30-54

9

Form E-1

124-1067

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 4,1954, 19

Section Niagara-Detroit

Kind of work Metal Guard Ra il

Highway N Santiam

Section prefix 124-1067

Contractor R & M Const Co

Contract number 4093

Date of contract Jan 22,1954, 19

Date of completion Sept 30,1954, 19

Date work started June 14,1954, 19

Estimated date of completion Sept 2,1954, 19

Amount of contract $ 20295.99

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering $ 20295.99

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1100, 73 %

Date project was completed 9 - 2, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crew of 6 men painting 4 days and completed Thursday Sept 2,1954.

NOTED
H. G. SMITH

RECEIVED
SEP [illegible] 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed P P Whitmore, Res. Engr.

Address Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Metal Guard Rail

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | 8350 | | | | |
| Estimated quantities moved or placed to date | 8350 | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 6 - | 4 days | | | |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | 5 | | | | | 1 | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | 1 | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ................, . . . . . ................, . . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING

RECEIVED
MAR 3 1954
FOR FILING

134-1269

[illegible]

March 2, 1954

R. & M. Construction Co.
136 Main St.
Central Point, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4093, which was awarded to you on January 22, 1954 by the State Highway Commission, for guard rail on the Niagara-Detroit Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1954
FOR FILING

[illegible]-1627

41-[illegible]

January 25, 1954

R & M Construction Company
136 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4093 for construction of the Niagara Detroit Guard Rail Project on the North Santiam Highway between Niagara and Detroit in Marion County. This award was based on your bid of $19,422.00, based on the use of treated timber posts, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

25-8305 Lexington Rock Prod. Proj. 1954

#4094

25-8305 Lexington Rock Prod. Proj. 1954

#4094

RECEIVED
MAR 9 1955

FOR FILING

25-8305

(CONTRACT NO.) 4094

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 7, 1955

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4094 | 3-Final | Rogers Construction Co. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 4264 | R-117396 | $ 12,399.30 | 3/4/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: to Dec. 15, 1954 without penalty

Completion Date: Dec. 9, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 3-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 7
Ruth Rawlings

NOTED ON CARD

2

RECEIVED
FEB 21 1955
FOR FILING

2-25-55

February 23, 1955

REGISTER MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

State highway contract No. 4094 for work performed on the Lexington Section of the Heppner & Lexington-Echo Highways in Morrow & Gilliam Counties was completed by the contractor, Rogers Construction Co., on December 9, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $12,399.10 will be released to the contractor on or after March 4, 1955. The total contract amount is $41,627.50, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - The Fidelity & Casualty Company of New York
Hallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

2-23-55

RECEIVED
FEB 3 1955
FOR FILING

25 1305

FORM E-120 50M REVISED 8-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from November 30 to December 15, 1954 within which to complete your contract No. 4094 for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

C. C. McKinney,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1—10M

25-8305

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 8, 1955, 19

Section Lexington

Kind of work Rock Production

Highway Heppner and Lexington

Section prefix 25-8304

Contractor Rogers Construction Co.

Contract number 40[illegible]5

Date of contract 1/22/54, 19

Date of completion 1/31 - Extended to 11/30, 1954

Date work started 7/23/54, 19

Estimated date of completion Dec. 9, 1954

Project authorization $47,655.00

Exclusive of Engineering $44,266.60

Per cent of time elapsed 145.04 %

Estimated cost of completed project, exclusive of engineering $41,904.38

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $3388.80

Engineering cost to date $3388.80, 100 %

Date project was completed Dec. 9, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was completed this week and forwarded to the Division Office.

( Field crew working at Ritter - Loaned to L.V. Berg )

NOTED CUTLER

NOTED FORREST COOPER

NOTED

NOTED B. A. MARTIN

RECEIVED

Signed

Address P.O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 18200 cy | | |
| Estimated quantities moved or placed to date | | | 13106.42 cy | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | 0 | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cool | | |
| Monday | " | | |
| Tuesday | Snow | | |
| Wednesday | Snow | | |
| Thursday | Snow | | |
| Friday | Snow | | |
| Saturday | | | |

RECEIVED
DEC 28 1954
FOR FILING

25-8305
4094

December 27, 1954

Oregon State Highway Commission

Request for extension of time
No. 6
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from the Rogers Construction Company for an extension of time on the Lexington Rock Production Contract No. 4094, from November 30, 1954 to December 15, 1954.

Adverse weather conditions during the spring months did not permit the contractor to start operations. The delay has not caused additional expense to the State and the project was actually completed on December 9, 1954.

I recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G.Smith

EAP:jv fp

RECEIVED
NOV 15 1954
FOR FILING

[illegible]

4094

November 8, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from August 31, 1954 to November 30, 1954, within which to complete your contract No. 4094, for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: A. F. Parson,
Division Engineer

Curtis C. McKinney,
Resident Engineer

F. G. Smith,
Construction Engineer

RECEIVED
OCT 6 - 1954
FOR FILING

October 5, 1954

Oregon State Highway Commission

Request for extension of time
No. 9
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Lexington Rock Production Project, Contract No. 4094, from August 31, 1954 to November 30, 1954.

The contractor for this project had several more important contracts in the area, and was asked to complete them before operating on this project. The materials are scheduled for use next year and the Department will not be subjected to increased cost or inconvenience.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

REC[illegible]
MAR 3 19[illegible]
FOR [illegible]

25-8305

4-[illegible]

March 2, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 4087, for pavement widening on the Hamilton St.-Vermont St. (Portland) Section of the Pacific Highway West in Multnomah County, awarded January 21, 1954.

Contract No. 4094, for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, awarded January 22, 1954.

Contract No. 4096, covering the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton and Lexington-Echo Highways in Umatilla County, awarded January 22, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

9

RECEIVED
FOR FILING

25-[illegible]

[illegible]

January 25, 1954

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4094 and No. 4096 for your combination bid for the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties and for the Hermiston Rock Production Project on four state highways near Hermiston, Stanfield, and Echo in Umatilla County. This award was based on your bids of $41,860.00 and $26,360.00, respectively, which were the low bids submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal forms which contain the specifications and special provisions pertaining to the jobs which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

26-1037 Sylvan (Humphrey Blvd. Conn.) 1954
Sec. of the Sunset Hwy.
#4095

RECEIVED
MAR 1 1955
FOR FILING

36 107

401

Salem, Oregon
February 28, 1955

Mr. C. W. Enfield
Chief Counsel

In January of 1954 the Highway Commission let a contract on the Sylvan Section of the Sunset Highway. This project consisted of rerouting certain county roads to provide a better and safer intersection. In connection with the project an agreement was entered into between the Multnomah County Court and the State Highway Commission, dated January 1, 1954, in which the county agreed to the maintenance and vacation of certain county roads. Multnomah County has requested that the portion of the relocated section of S. W. Humphrey Boulevard which they are to maintain be transferred to them. It has been determined that this right of way is not needed for future highway purposes and may be transferred to the county. Please prepare necessary deeds in accordance with the attached description and map.

W. C. Williams
Deputy State Highway Engineer

Att.

JWC:mm
cc: J. W. Cattrall

RECEIVED
MAR 1 1955
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
February 28, 1955

**SUBJECT:**

**To:** Mr. W. C. Williams
OFFICE

W. C. WILLIAMS

Under date of January 1, 1954, Multnomah County and the State Highway Commission entered into an agreement covering the maintenance and vacation of certain county roads in connection with the Sylvan Section project on the Sunset Highway. The agreement provides that Multnomah County will vacate those portions of county roads shown colored in yellow on the attached map, will maintain that portion of relocated S. W. Humphrey Boulevard shown colored in red, and also would continue to maintain S. W. Hewitt Boulevard and Scholls Ferry Road, shown colored in red on the attached map.

Mr. A. G. Skelton recently discussed the maintenance of these roads with the Multnomah County Roadmaster. It was the roadmaster's thought that in the case of relocated S. W. Humphrey Boulevard the right of way for the relocated section should be conveyed to the county. The portions of Hewitt Boulevard and Scholls Ferry Road that the county is to maintain are on the original county right of way.

I have discussed this matter with the Construction Division and they have advised that this section of S. W. Humphrey Boulevard is not needed for right of way purposes in any future construction in this area. They have prepared a description together with a map which are attached to enclosed letter to Mr. Enfield.

If this transfer of right of way meets with your approval, please sign the letter to Mr. Enfield requesting that a deed be prepared transferring title of this land to Multnomah County.

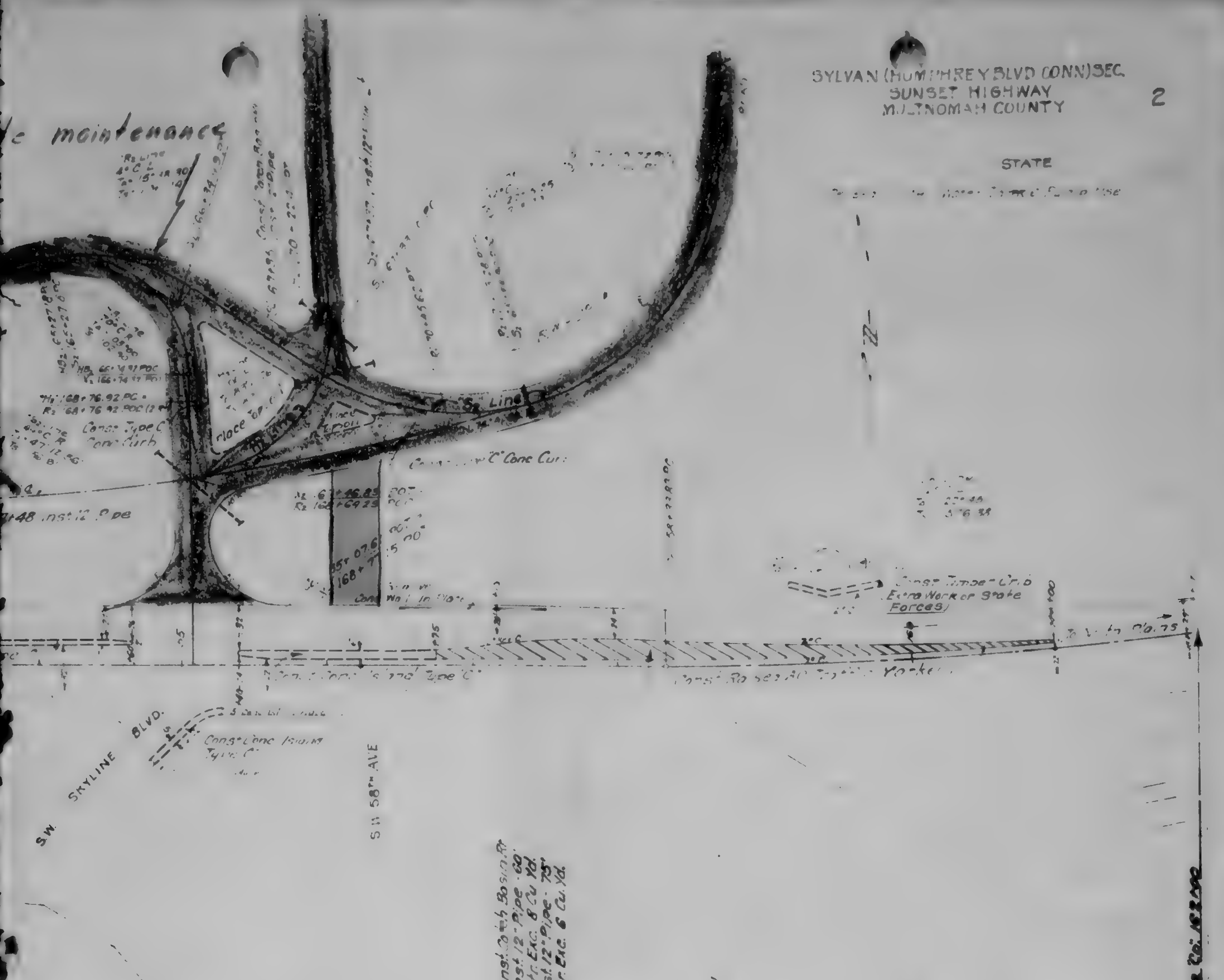
RECEIVED

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm
Encl.

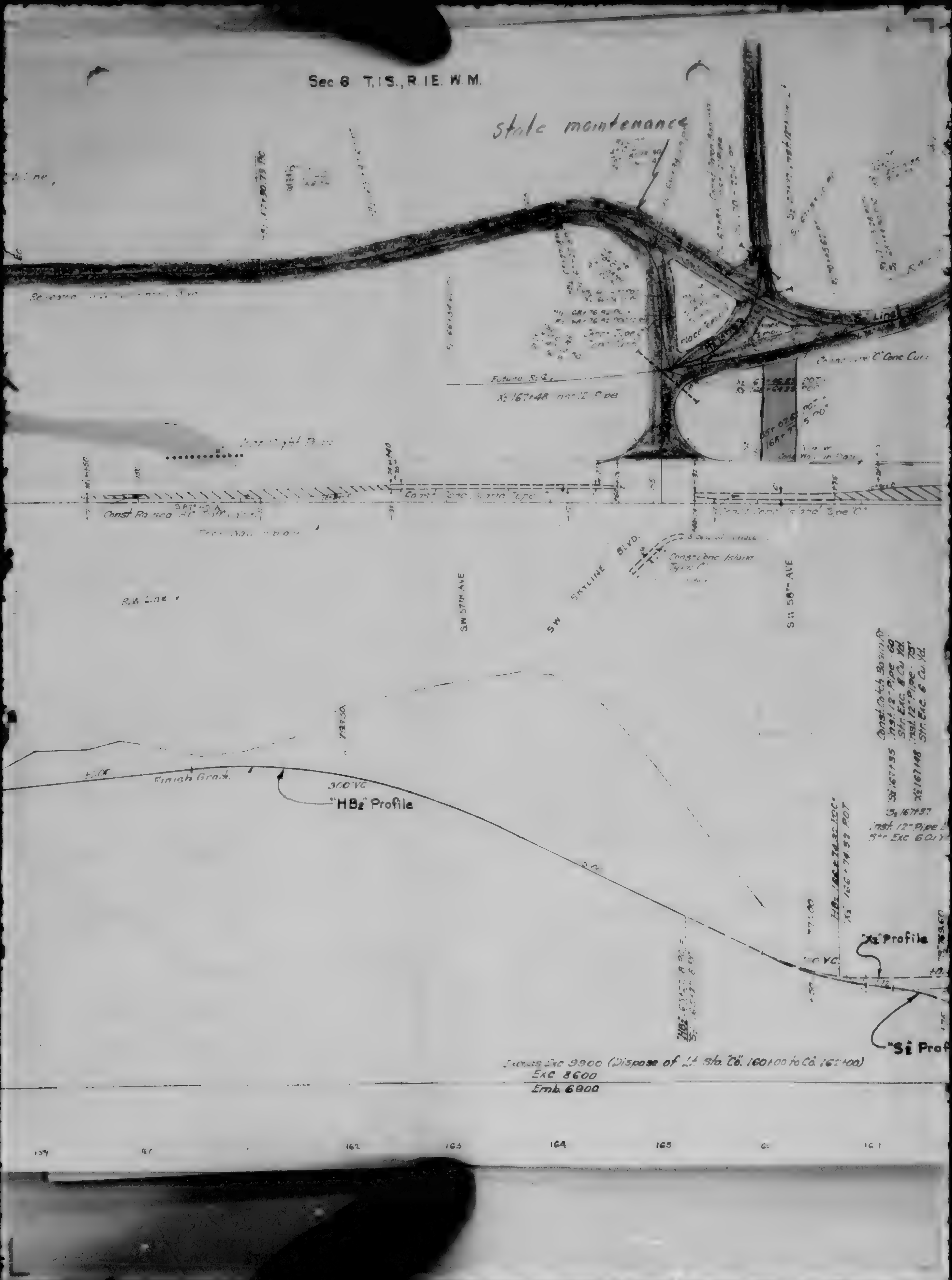
SYLVAN (HUMPHREY BLVD CONN) SEC.
SUNSET HIGHWAY
MULTNOMAH COUNTY

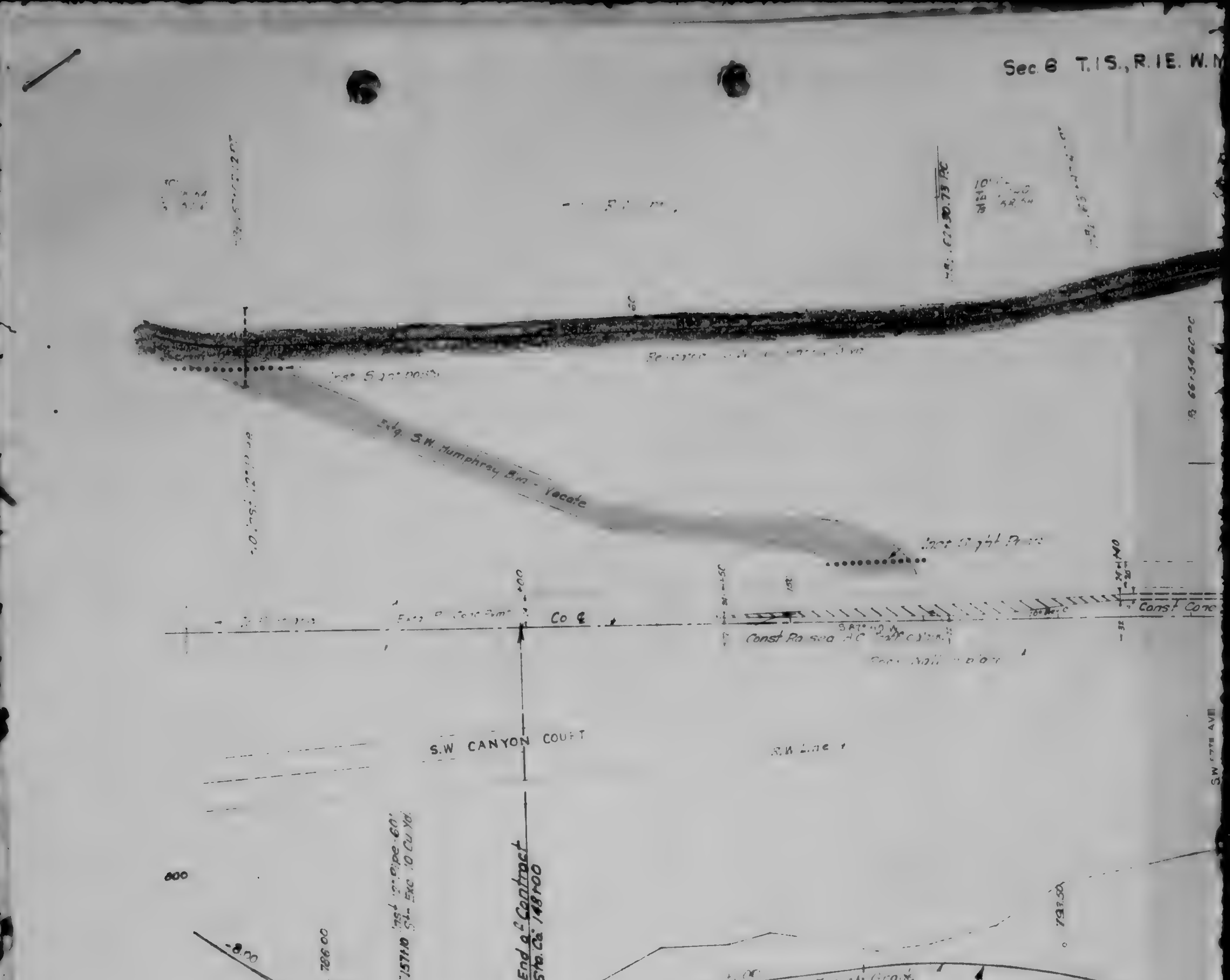
2



maintenance
STATE
S₂ Line
Const. Type C Conc. Curb
Const. Type "C" Conc. Curb
Const. Conc. Island Type "C"
Const. Timber Crib (Extra Work or State Forces)
Lt. 48 Inst. 12" Pipe
SW SKYLINE BLVD.
SW 58th AVE
Const. Catch Basin R.
Inst. 12" Pipe 60'
Str. Exc. 8 Cu. Yd.
Inst. 12" Pipe 70'
Str. Exc. 6 Cu. Yd.
S₂ 167+35
X₂ 167+48
S₂ 167+37
Inst. 12" Pipe Lt. 48'
Str. Exc. 6 Cu. Yd.
"R₂" Profile
"X₂" Profile
"S₂" Profile
"S₂" Profile
Rough Grade
100' V.C.
Finish Grade
Finish Grade
+0.11
-1.92
-7.44
-7.50
-2.00
-7.50
Co. Line
W. End of Contract - Sta. Co. 162+00
770
760
750
740
164
165
166
167
168
169
170
171

Excess Exc. 9900 (Dispose of Lt. Sta. "Co." 160+00 to Co. 161+00)
Exc. 8600
Emb. 6900


Sec 8 T.1S., R.1E. W.M.
State maintenance
Future S₂ ℄
X₂ 167+48 Inst. 12" Pipe
Const. Cone. Walk in Place
Const. Raised AC Traffic Island
Const. Conc. Island Type "C"
R.W. Line
SW 57th AVE
SW SKYLINE BLVD.
Const. Conc. Islands Type "C"
SW 58th AVE
Const. Catch Basin Rt.
Inst. 12" Pipe 60'
Str. Exc. 8 Cu. Yd.
Inst. 12" Pipe 75'
Str. Exc. 6 Cu. Yd.
S₂ 167+35
X₂ 167+48
S₂ 167+37
Inst. 12" Pipe
Str. Exc. 6 Cu. Yd.
Finish Grade
300' VC
"HB₂" Profile
HB₂ 166+74.32 POC
X₂ 166+74.32 POT
"X₂" Profile
"S₂" Prof
Excess Exc. 9900 (Dispose of Lt. Sta. Co. 160+00 to Co. 162+00)
Exc 8600
Emb. 6900
162
163
164
165
167

 
Sec. 6 T.1S., R.1E. W.M
Exg. S.W. Humphrey Blvd. - Vacate
Co ℄
Const. Conc
S.W. CANYON COURT
S.W. Line
Const Raised AC
S.W. 67th AVE
800
790
780
786.00
300' VC
Inst. 12" Pipe 60'
HB₂ 157+10
E. End of Contract
Sta. Co. 148+00
Finish Grade
793.50
300' VC
"HB₂" Profile
157
158
159
162

D[illegible]mber 31st, 1954

Contract #4095
[illegible] (Humphrey Blvd. Conn.)

RECEIVED
JAN 1 0 1955
FOR FILING

# FINAL COST ANALYSIS
## Grading & Paving

Prefix 26-1037-201(41)
Sunset Highway

NOTED
State Highway Engineer

Logan, Taylor & Co., Contractor
Lowell A. Johnston, Resident Engineer

26 1037
4095

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $1,700 | $ | $ 1,612.49 | $1,700.00 |
| Struct. Excav., Unclass. | 98.5 | Cu. Yd. | 3.00 | 2.92 | 287.41 | 295.50 |
| General " " | 31,827.8 | " " | 0.60 | 0.51 | 16,320.53 | 19,096.68 |
| Furnish & Place Topsoil | 50 | " " | 3.00 | 3.49 | 174.31 | 150.00 |
| Finish Roadbed & Slopes | 100% | All | 300.00 | 227.98 | 227.98 | 300.00 |
| Rounding Cutbanks | 1,975 | Lin. Ft. | 0.10 | 0.098 | 192.91 | 197.50 |
| 12" Concrete Pipe | 321 | " " | 2.20 | 2.25 | 722.30 | 706.20 |
| *Concrete Catch Basin | 1 | Each | 65.00 | 65.00 | 65.00 | 65.00 |
| *Concrete Curbs | 1,141 | Cu. Yd. | 42.00 | 41.20 | 470.14 | 479.22 |
| *Concrete Island | 42.58 | " " | 38.00 | 38.00 | 1,618.04 | 1,618.04 |
| Metal Sight Posts | 50 | Each | 3.00 | 2.72 | 135.96 | 150.00 |
| 2½"-0" Mat'l. in Base | 7,474 | Cu. Yd. | 2.65 | 2.51 | 18,764.90 | 19,806.10 |
| 3/4"-0" in Base & Shoulders | 1,508 | " " | 3.50 | 3.70 | 5,579.24 | 5,278.00 |
| Sprinkling | 65 | M/Gal. | 3.00 | 2.20 | 142.87 | 195.00 |
| Ø3/4"-0" Mat'l. in Binder Course | 96 | Cu. Yd. | 4.15 | 3.00 | 288.00 | 398.40 |
| ØRC-3 Asphalt in Binder Course | 14.47 | Ton | 60.00 | 60.00 | 868.20 | 868.20 |
| ØClass "B" Asphaltic Concrete | 1,908.83 | " | 6.55 | 6.55 | 12,502.60 | 12,502.84 |
| Ø2½" Asphaltic Concrete in Traffic Marker | 1,038.2 | Lin. Ft. | 1.00 | 1.00 | 1,038.20 | 1,038.20 |
| #Traffic Signal System & Illumination | 100% | All | 10,500 | 10,155 | 10,155.00 | 10,500.00 |
| XConstruct Timber Crib, PA #1 | 100% | All | 1,493 | 1,357 | 1,357.00 | 1,493.00 |
| 2½"-0" Gravel in Crib, " " | 86 | Cu. Yd. | 5.00 | 2.39 | 205.30 | 430.00 |
| 8" Perf. Metal Pipe, PA #2 | 2.75 | Lin. Ft. | 2.50 | 2.43 | 668.75 | 687.50 |

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/8"-0" Backfill in Drains, PA #2 | 46 | Cu. Yd. | $6.00 | $6.11 | $ 281.27 | $ 276.00 |
| Cement Adjustment, Favor of State, PA #3 | 2.7 | Bbl. | 4.00 | | | - 10.80 |
| | | | | | $73,678.40 | $78,220.58 |

| | |
|---|---|
| Gross Revenue | $78,220.58 |
| Total Cost | 73,678.40 |
| Net Profit | $ 4,542.18 |

Net Profit Equals 5.8% of Gross Revenue

Sylvan (Humphrey Blvd. Conn.) Section
Sunset Highway - Multnomah County
Contract #4095

Labor:

| | | |
|---|---|---|
| Labor | $ 9,733.25 | |
| Labor Insurance | 1,444.78 | $11,178.03 |

Equipment Rental & Misc.:

| | | |
|---|---|---|
| Equipment Rental (Owned) | $ 7,346.00 | |
| Bid Bond | 390.96 | |
| Gas, Oil & Grease | 1,743.00 | |
| Home Office & Overhead | 2,206.00 | 11,685.96 |

Materials:

| | | | |
|---|---|---|---|
| 2½" Material in Base | 7,474 Cu. Yd. at $2.25 | $16,816.50 | |
| 3/4" Material in Base and Shoulders | 1,508 " " " 3.00 | 4,524.00 | |
| Crib Backfill, 2½"-0" Gravel | 86 " " " 2.25 | 193.50 | |
| 8" Perf. Metal Drain Pipe | 275 Lin. Ft. at 1.24 | 341.00 | |
| 12" Concrete Pipe | 321 " " " 1.13 | 362.73 | |
| Metal Sight Posts | 50 Each " 1.30 | 65.00 | |
| 3/8"-0" Backfill in Drains | 46 Cu. Yd. " 3.25 | 149.50 | |
| 3/4"-0" Material in Binder Course | 96 " " " 3.00 | 288.00 | 22,740.23 |

Subcontractors:

| | | |
|---|---|---|
| ØCascade Construction, Paving | $14,409.00 | |
| #W. R. Grasle, Signals | 10,155.00 | |
| *Perkins Bros., Concrete | 2,153.18 | |
| XBlakely Construction, Crib | 1,357.00 | 28,074.18 |

Total Cost . . . . . . . . . . . . . . . . . . . . . . . . $73,678.40

Sylvan (Humphrey Blvd. Connection) Section
Sunset Highway in Multnomah County
Contract #4095

Remarks:

This was a "State Project", the contract calling for the widening of highway roadbed, construction of connecting roads and construction of rock base and asphaltic concrete pavement on the Sunset Highway in Multnomah County.

The contract was awarded January 22nd, 1954. Work was started February 10th, 1954, and completed August 16th, 1954.

Clearing was done by D-8 tractor equipped with dozer, operator and two laborers in approximately 3 weeks. Grading was done with 4 trucks, 3/4 cu. yd. shovel, two DW-10's, two D-8's and carryalls, D-8 and dozer, TD-6 with dozer, roller, power saw and miscellaneous small tools. Continuous rains and springs encountered in excavation rendered the material most difficult to handle. Heavy traffic was encountered at all hours a day. Over half of the excavated material was hauled to opposite side of road about 700 feet to maintenance yard. Flagmen were required at all times.

Subcontractors completed about 36% of the work on the project at bid prices. Perkins Bros. was subcontractor on concrete work. Blakely Construction was subcontractor on timber crib. W. R. Grasle Co. was subcontractor on traffic signal system. Cascade Construction was subcontractor on asphaltic concrete.

Prices of materials in base and shoulders were above normal with haul included.

The contractor had good bid prices, but due to intermittent rain and continuous traffic congestion only a fair profit was realized.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

Sylvan (Humphrey Blvd. Connection) Section
Sunset Highway in Multnomah County
Contract #4095

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The contractor had good bid prices, but due to intermittent rain and continuous traffic congestion only a fair profit was realized.

Oscar Cutler
Chief Cost Analyst

By . . H. R. Sturgis

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DEC 21 1954
FOR FILING

26-1037

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4095 | 8-Final | Logan, Taylor & Co. |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) (DATE) |
| 25600 | R-110790 | $ 2,344.95 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: **July 31, 1954**

Time Extensions: **to Aug. 31, 1954 without penalty**

Completion Date: **Aug. 16, 1954**

Date Accepted: **Sept. 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC
Ruth Rawlings

RECEIVED
DEC 13 1954
FOR FILING

26-1031

December 10, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4095 for work performed on the Sylvan (Humphrey Boulevard Connection) Section of the Sunset Highway in Multnomah County was completed by the contractor, Logan, Taylor & Co., on August 16 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $2,344.95 will be released to the contractor on or after December 20, 1954. The total contract amount is $78,220.58 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
12-10-54 gl

RECEIVED
NOV 4 1954
FOR FILING

24-11-7
4095

November 4, 1954

Mr. Lowell A. Johnston
Box 4699
Portland 2, Oregon

Dear Sir:

This is to inform you that at its meeting of October 28, the Highway Commission approved an increase in project authorization of $9,500.00 on the Sylvan (Humphrey Blvd. Connection) Section in Multnomah County, Contract No. 4095.

The present total project authorization is $87,542.94.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. N. Probert
Office Engineer

SNP:rla

cc: A. G. Skelton

RECEIVED
OCT 13 1954
FOR FILING

26-[illegible]
[illegible]

October 13, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Logan, Taylor & Co. on contract No. 4095, for grading and paving on the Sylvan (Humphrey Boulevard Connection) on the Sunset Highway in Multnomah County.

This payment, in the amount of $10,758.15, will be released to the contractor on or after October 23, 1954. The retained percentage is $2,346.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 14 1954
FOR FILING

26-1037

4075

43

October 12, 1954

Oregon State Highway Commission

Gentlemen:

We have an overrun of $9,500 in the project authorization on the Sylvan project on the Sunset Highway, Contract No. 4095. Practically all of the total overrun is in general excavation quantities, wherein we had to overrun the estimated quantities in order to obtain satisfactory slopes.

While this is rather a minor overrun in amount, it does exceed limitations set by the Commission, and your authority is requested to increase the project authorization from $78,342.94 to $87,842.94.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

[illegible]

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

Form E-1

26 - 1037

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 21, 1954, 19

Section Sylvan (Humphrey Blvd. Conn.)

Kind of work Grading & Paving

Highway Sunset

Section prefix XX 26 - 1037

Contractor Logan, Taylor & Co.

Contract number 4095

Date of contract Jan. 23, 1954, 19

Date of completion July 31, 1954, 19

Date work started Feb. 10, 1954, 19

Estimated date of completion Aug. 16, 1954, 19

Amount of contract . . . . . . . . . . $72,493.22

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . . . $75,370.38

Per cent of contract completed, based on total contract price . . . . . . . 100 %

Engineering cost to date $5375, 98 %

Date project was completed August 16, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed placing the Asphaltic Concrete Traffic Markers by noon on the 16th of August. This completes the job with the exception of a small amount of cleaning up to be done at various places.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
AUG 24 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston by L. Nelson
Lowell A. Johnston

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.27 | 0.27 | | 0.27 | 0.27 |
| Miles partially completed | | | | | |
| Miles completed | 0.27 | 0.27 | | 0.27 | 0.27 |
| Total estimated quantities | 31,595 | 8,800 | | 14.47 T | 1,903 T |
| Estimated quantities moved or placed to date | 3.,595 | 8,800 | | 14.47 T | 1,903 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 9 | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 8 | | | | | 1 | 9 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | 1 | | | | | | |
| Men and trucks over 3 tons | 1 | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers | | |
| Monday | Cloudy | | |
| Tuesday | Fair | | |
| Wednesday | Showers | | |
| Thursday | " | | |
| Friday | Cloudy | | |
| Saturday | Fair | | |

STATE PRINTING

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AUG 19 1954
FOR FILING

24-11,371

4095

August 18, 1954

Logan, Taylor & Co.
7800 N. E. Killingsworth Ave.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 31 to August 31, 1954 within which to complete your contract No. 4095, for grading and paving on the Sylvan (Humphrey Boulevard Connection) Section of the Sunset Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton.
Division Engineer

Lowell Johnston,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
JUL 28 1954
FOR FILING

| |
|---|
| 26-10-7 |
| |
| 4095 |

July 29, 1954

Oregon State Highway Commission

Request for extension of time
No. 10
August 9 and 10 Meeting

Gentlemen:

Herewith is a request from Logan, Taylor and Company for an extension of time on the Sylvan Section of the Sunset Highway, Contract No. 4095, from July 31, 1954 to August 31, 1954.

This contract was awarded on January 22 and work commenced on February 10. However, bad weather conditions and unanticipated springs in the subgrade have seriously delayed the contractor in his operations. When weather would permit, their progress has been very satisfactory, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

RECEIVED
FEB 18 1954
FOR FILING

[illegible]

February 17 1954

Logan, Taylor & Co.
7800 N. E. Killingsworth Ave.
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 4095 awarded to you on January 22, 1954 by the State Highway Commission, for grading and paving on the Sylvan (Humphrey Blvd.Conn.) Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

26-1137
4175

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Sylvan
**Highway:** Sunset

**County:** Multnomah **Prefix:** 26-1407-900
**Res. Eng'r.:** H. C. Broadwell

**Length of Project:** 0.227 Miles
**Stations:** 157+00 to 169+00

The recommended total thickness of base plus wearing surface is as follows:

| | |
|---|---|
| Canyon Road - Sta. 148+00 to 162+00 | 26 inches |
| Scholls Ferry Road - Lines $R_2$ x $_2$ & S | 26 " |
| Connecting Road | 16 " |

Submitted by
~~Ass't. Construction~~ Engineer
Soils

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
~~Ass't~~. State Highway Engineer
Deputy

cc
Deputy
~~Ass't.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

1/6/54

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

**Section:** Sylvan

**Highway:** Sunset

**County:** Multnomah

**Prefix:** 26-1407-900

**Res. Eng'r.:** H. C. Broadwell

**Length of Project:** 0.227 Miles

**Stations:** 157+00 to 169+00

DESIGN DATA

| Location | | | Soil Characteristics | | | | Required Thickness Traffic | |
|---|---|---|---|---|---|---|---|---|
| **Station** | **Depth** | **% Pass 200** | **LL** | **PI** | **R Value** | **% Silt** | **Medium** | **Heavy** |
| 164+00 ℄ | 3½'-4½' | 92.2 | 36 | 10 | 5 | 59.5 | 16" | 26½" |
| | 9'-11½' | 93.2 | 28 | 4 | 7 | 65.0 | 16" | 25½" |

1/6/54

RECEIVED
JAN 25 1954
FOR FILING

26-1057

January 25, 1954

Logan, Taylor & Company, Inc.
7800 N. E. Killingsworth
Portland 13, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4095 for pavement widening, grading and paving county road connections on the Sylvan (Humphrey Boulevard Connection) Section of the Sunset Highway about 1 mile west of the west corporate limit of Portland in Multnomah County. This award was based on your bid of $66,871.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
V. M. Franzwa, SIAC

Enclosure

RECEIVED
JAN 1 8 1954
FOR FILING

26-1[illegible]

[illegible]

Salem, Oregon
January 15, 1954

Mr. C. W. Enfield
Chief Counsel

The State Highway Commission at its January 21-22 meeting will open bids on a project known as the Sylvan (Humphrey Boulevard Connection) Section of the Sunset State Primary Highway. It is requested that an agreement be prepared between Multnomah County and the State of Oregon covering the following points:

THINGS TO BE DONE BY STATE

(1) The project is on the Sunset State Primary Highway No. 47. It is known as the Sylvan Section. The State will draw all plans, acquire necessary right of way, prepare specifications, and call for bids; and if a satisfactory bids is received, will award a contract for approximately 0.25 mile of pavement widening and also grading and paving of certain county road connections as shown on sheet 2 of the attached exhibit.

(2) In order to provide for a safer connection between certain county roads and the Sunset Highway, alterations are necessary to S. W. Humphrey Boulevard, S. W. Hewitt Boulevard, and the Scholls Ferry Road, all of which are county roads under the jurisdiction of Multnomah County. The State will make these alterations at no expense to Multnomah County and will maintain the portions of the relocated county roads shown colored in green on sheet 2 of the attached exhibit.

THINGS TO BE DONE BY COUNTY

(1) County will approve the plans for the relocating of the county roads as shown on sheet 2 of the attached exhibit.

(2) Multnomah County will continue to maintain S. W. Hewitt Boulevard and Scholls Ferry Road as shown in red on the attached exhibit and also agrees to assume the maintenance responsibility of the relocated portion of S. W. Humphrey Boulevard, also shown colored in red on the attached exhibit.

(3) County agrees to vacate that portion of the existing S. W. Humphrey Boulevard as shown colored in yellow on the attached exhibit and also agrees to vacate that portion of S. W. Hewitt Boulevard as shown colored in yellow on the attached exhibit.

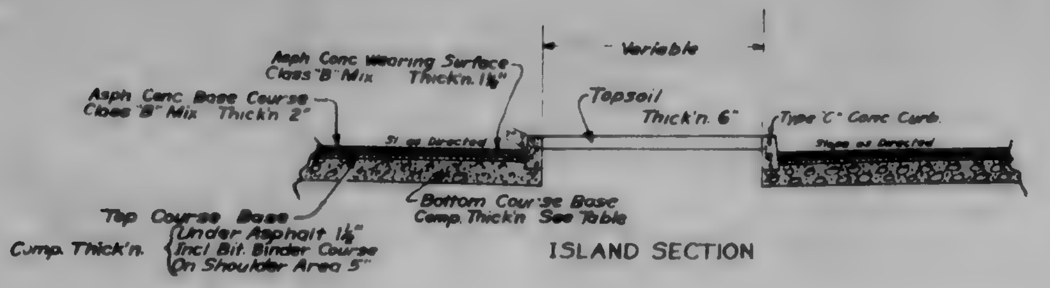
Seven copies of the agreement in addition to those required by the Legal Division will be required. Additional exhibits are being prepared by the County and City Relations Division.

W. C. Williams
Deputy State Highway Engineer

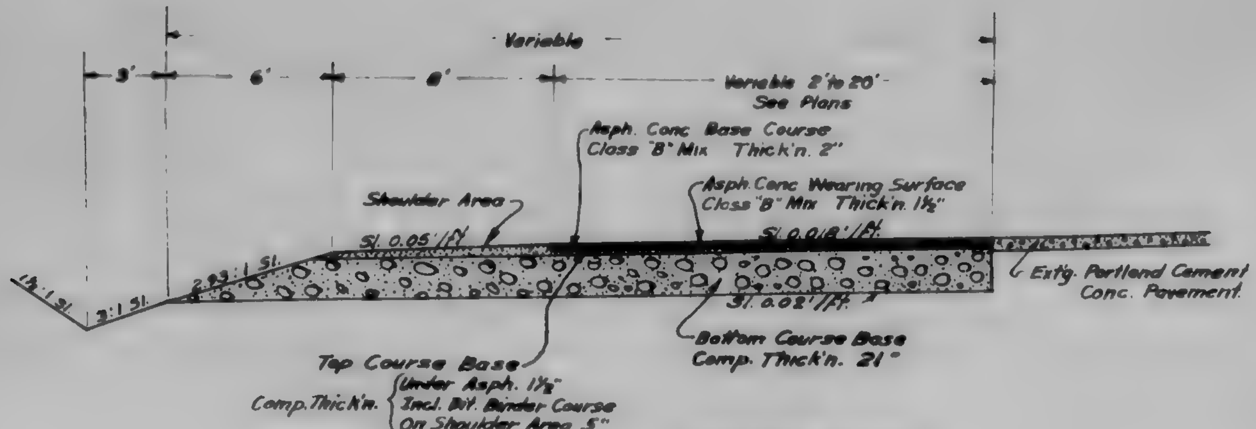
JWC:MM
Att.
cc: J. W. Cattrall

# TYPICAL SECTIONS

| SYLVAN (HUMPHREY BLVD. CONN.) SE[illegible]N<br>SUNSET HIGHWAY<br>MULTNOMAH COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | STATE | | See Index |

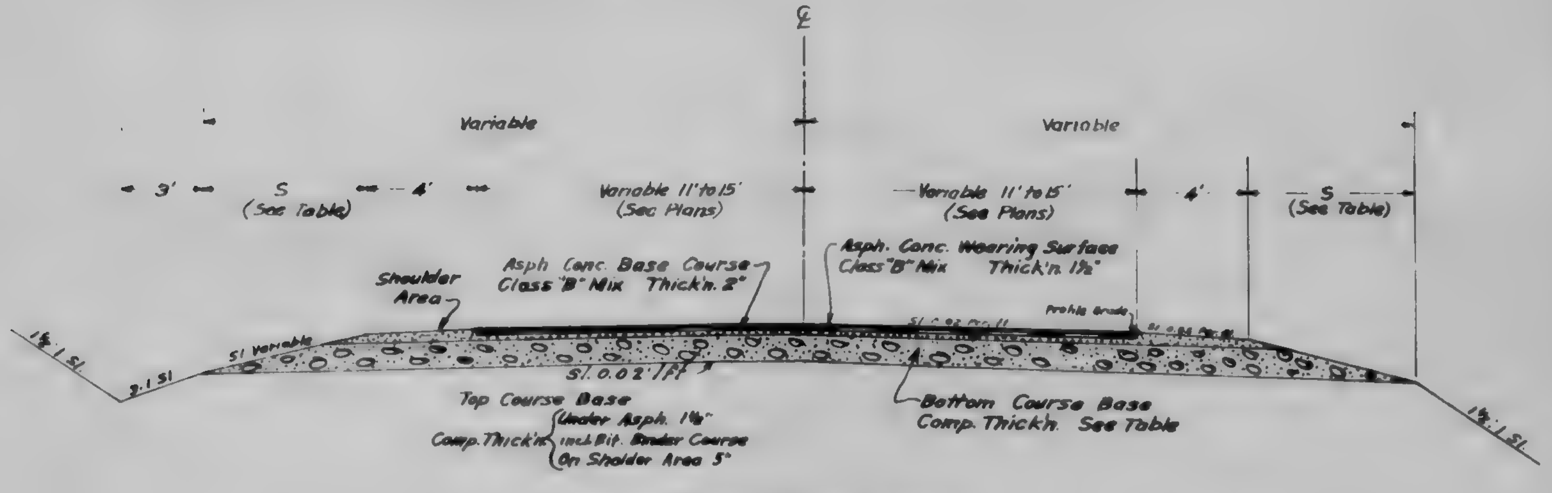

Variable
Asph. Conc. Wearing Surface Class "B" Mix Thick'n. 1½"
Asph. Conc. Base Course Class "B" Mix Thick'n. 2"
Topsoil Thick'n. 6"
Type "C" Conc. Curb
Sl. as Directed
Slope as Directed
Top Course Base Comp. Thick'n. Under Asphalt 1½" Incl. Bit. Binder Course On Shoulder Area 5"
Bottom Course Base Comp. Thick'n. See Table

ISLAND SECTION


Variable
3'
6'
8'
Variable 2' to 20' See Plans
Asph. Conc. Base Course Class "B" Mix Thick'n. 2"
Asph. Conc. Wearing Surface Class "B" Mix Thick'n. 1½"
Shoulder Area
Sl. 0.05'/Ft.
Sl. 0.018'/Ft.
Sl. 0.02'/Ft.
2.93:1 Sl.
3:1 Sl.
1½:1 Sl.
Extg. Portland Cement Conc. Pavement
Bottom Course Base Comp. Thick'n. 21"
Top Course Base Comp. Thick'n. Under Asph. 1½" Incl. Bit. Binder Course On Shoulder Area 5"

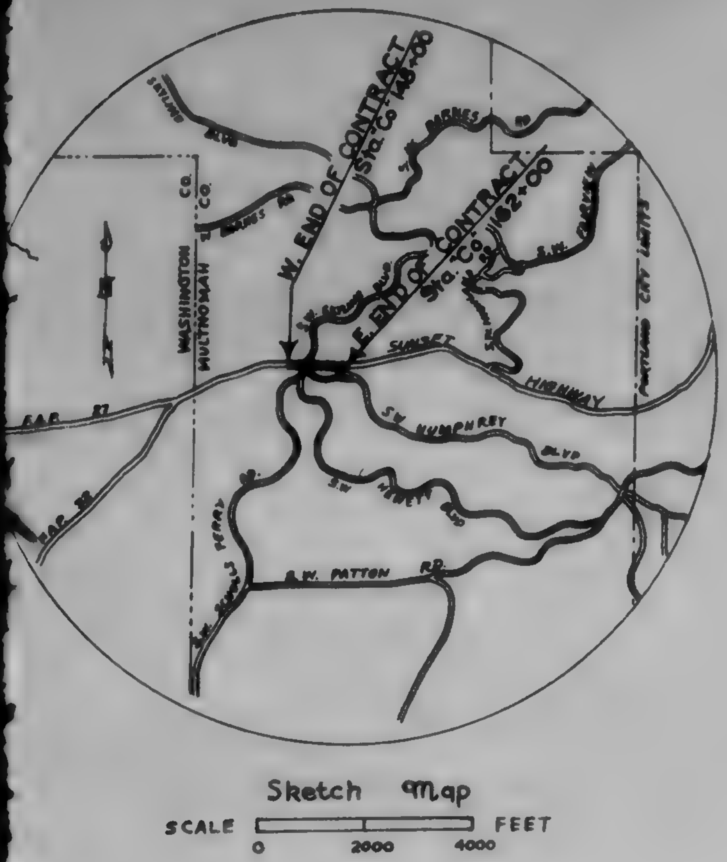
WIDENING SECTION
Sta. 148+00 to 162+00

| STATION | TO | STATION | THICKNESS BOTTOM COURSE BASE | "S" DISTANCE | SLOPE |
|---|---|---|---|---|---|
| "$HB_2$" 156+50 | | "$HB_2$" 166+74 | 11" | 3' | 2.36:1 |
| "$X_2$" 166+74 | | "$X_2$" 167+25 | 11" | 3' | 2.36:1 |
| "$X_2$" 167+25 | | "$X_2$" 168+35 | 21" | 6' | 2.93:1 |
| "$H_2$" 169+20 | | "$H_2$" 169+75 | 11" | 3' | 2.36:1 |
| "$S_2$" 166+10 | | "$S_2$" 168+25 | 11" | 3' | 2.36:1 |
| "$S_2$" 168+25 | | "$S_2$" 171+17 | 21" | 6' | 2.93:1 |
| "$R_2$" 168+77 | | "$R_2$" 170+45 | 21" | 6' | 2.93:1 |
| | | | | | |
| | | | | | |


℄
Variable
Variable
3'
S (See Table)
4'
Variable 11' to 15' (See Plans)
Variable 11' to 15' (See Plans)
4'
S (See Table)
Shoulder Area
Asph. Conc. Base Course Class "B" Mix Thick'n. 2"
Asph. Conc. Wearing Surface Class "B" Mix Thick'n. 1½"
Profile Grade
Sl. Variable
Sl. 0.02'/Ft.
1½:1 Sl.
2:1 Sl.
1½:1 Sl.
Top Course Base Comp. Thick'n. Under Asph. 1½" Incl. Bit. Binder Course On Shoulder Area 5"
Bottom Course Base Comp. Thick'n. See Table

CONNECTING ROADS

"$HB_2$" Line Sta. 156+50 to 166+74.32
"$S_2$" Line Sta. 166+10 to 171+17.02
"$X_2$" Line Sta. 166+74.32 to 168+35
"$R_2$" Line Sta. 168+64.29 to 170+45
"$H_2$" Line Sta. 169+20 to 169+75


W. END OF CONTRACT
Sta. Co 148+00
E. END OF CONTRACT
Sta. Co 162+00
SKYLINE BLVD
S.W. BARNES RD
W. BURNS RD
WASHINGTON CO.
MULTNOMAH CO.
SUNSET HIGHWAY
S.W. HUMPHREY BLVD
S.W. HEWETT BLVD
S.W. PATTON RD.
S.W. SCHOLLS FERRY RD.
F.A.P. 27
F.A.P. 52
PORTLAND CITY LIMITS
SCALE
0
2000
4000
FEET

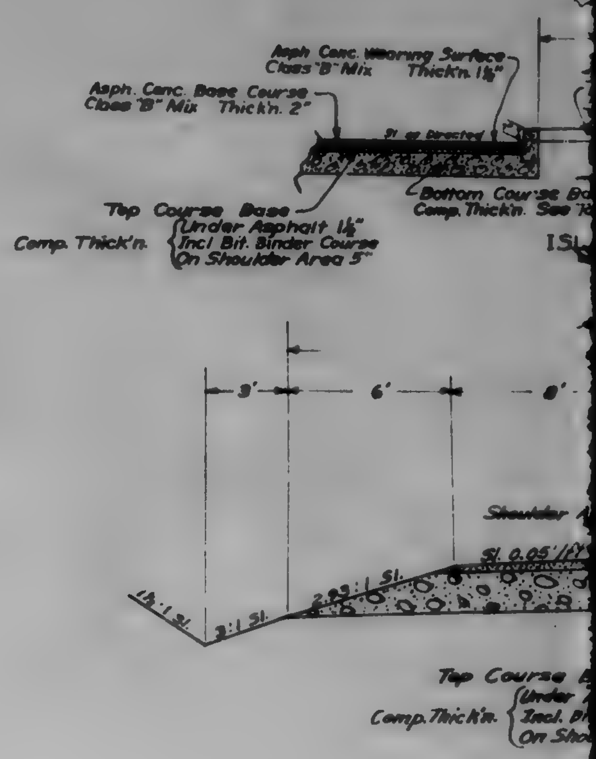
Sketch Map

## SUMMARY

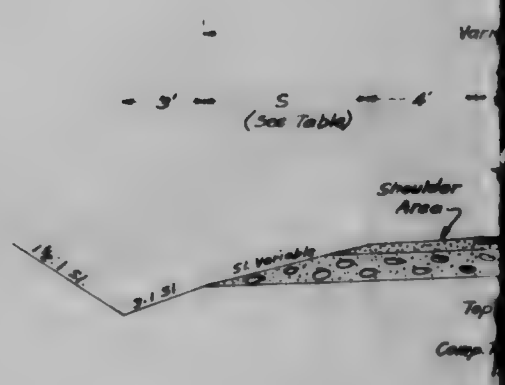
Length of Project 0.265 Miles

| ITEM | UNIT | NET QUANTITY | ALLOWANCE | TOTAL |
|---|---|---|---|---|
| g | All | All | | All |
| ation, Unclassified | Cu. Yd. | 30 | 10 | 40 |
| ion, Unclassified | Cu. Yd. | 18 500 | 1500 | 20 000 |
| cing Topsoil | Cu. Yd. | 59 | 11 | 70 |
| d & Slopes | All | All | | All |
| nks | Lin. Ft. | 1650 | 150 | 1800 |
| te Pipe | Lin Ft. | 243 | 27 | 270 |
| n Basins | One | 1 | | 1 |
| | Cu. Yd. | 11 | 1 | 12 |
| ds | Cu. Yd. | 43 | 3 | 46 |
| ts | One | 27 | 3 | 30 |
| l in Base | Cu. Yd. | 7630 | 770 | 8400 |
| in Base & Shoulders | Cu. Yd. | 911 | 89 | 1000 |
| | M-Gal. | 203 | 17 | 220 |
| in Binder Course | Cu Yd. | 67 | 3 | 70 |
| n Binder Course | Ton | 11 | 1 | 12 |
| ltic Concrete | Ton | 1450 | 150 | 1600 |
| ltic Concrete Traffic Markers | Lin Ft. | 873 | 77 | 950 |
| System and Illumination Complete | All | All | | All |
| | | | | |

## TYPICAL


Asph. Conc. Wearing Surface
Class "B" Mix Thick'n. 1½"
Asph. Conc. Base Course
Class "B" Mix Thick'n. 2"
Sl. as Directed
Bottom Course Ba
Comp. Thick'n. See "T
Top Course Base
Comp. Thick'n.
Under Asphalt 1½"
Incl Bit. Binder Course
On Shoulder Area 5"
ISL
3'
6'
8'
Shoulder A
Sl. 0.05'/Ft
2.93:1 Sl.
3:1 Sl.
1½:1 Sl.
Top Course B
Comp. Thick'n.
Under
Incl. Bi
On Sho

| STATION | TO | STATIO |
|---|---|---|
| "HBs" 156+50 | | "HBs" 166+ |
| "Xs" 166+74 | | "Xs" 167+ |
| "Xs" 167+25 | | "Xs" 168+ |
| "Hs" 169+20 | | "Hs" 169 + |
| "Ss" 166+10 | | "Ss" 168 |
| "Ss" 168+25 | | "Ss" 171 + |
| "Rs" 168+77 | | "Rs" 170+ |
| | | |
| | | |

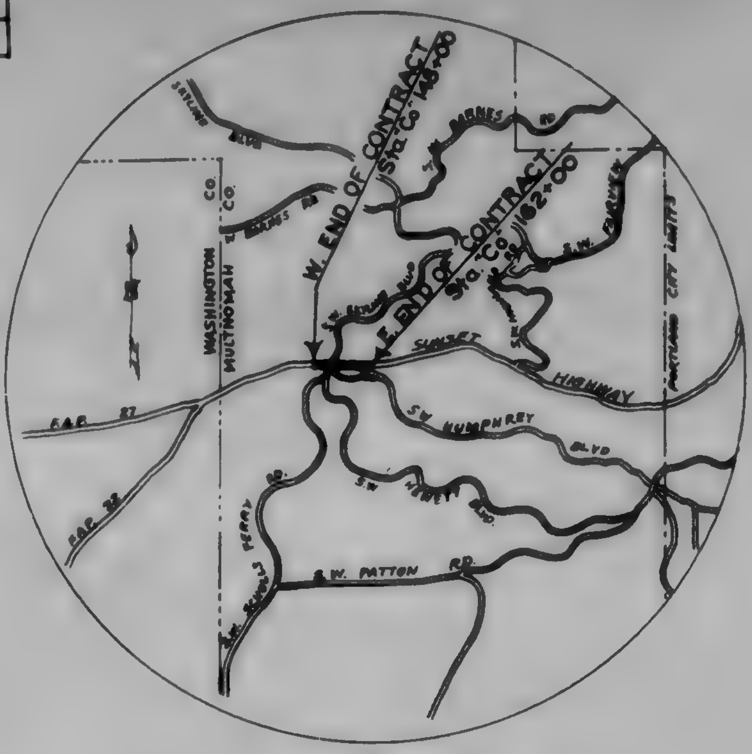

Varr
3'
S
(See Table)
4'
Shoulder
Area
Sl. Variable
1½:1 Sl.
3:1 Sl
Top
Comp.

*Index of She*

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | *Sketch Map, Summary & Typical Sections* |
| 2 | *Plan & Profile* |

DWG. NOS.

*2080, 2077* } *Misc. Details*
*1643, 1644* } *Plans-Illumination & Signals*
*1200, 1201, 1610* } *Details-Illumination & Signals*


W. END OF CONTRACT Sta. "Co" 148+00
E. END OF CONTRACT Sta. "Co" 162+00
SKYLINE BLVD
S.W. BARNES RD
W. BARNES RD
WASHINGTON CO.
MULTNOMAH CO.
SUNSET HIGHWAY
F.A.P. 87
F.A.P. 32
SW HUMPHREY BLVD
S.W. HEWETT BLVD
S.W. SCHOLLS FERRY RD.
S.W. PATTON RD.
PORTLAND CITY LIMITS

Sketch Map

SCALE 0 2000 4000 FEET

# SUMMARY

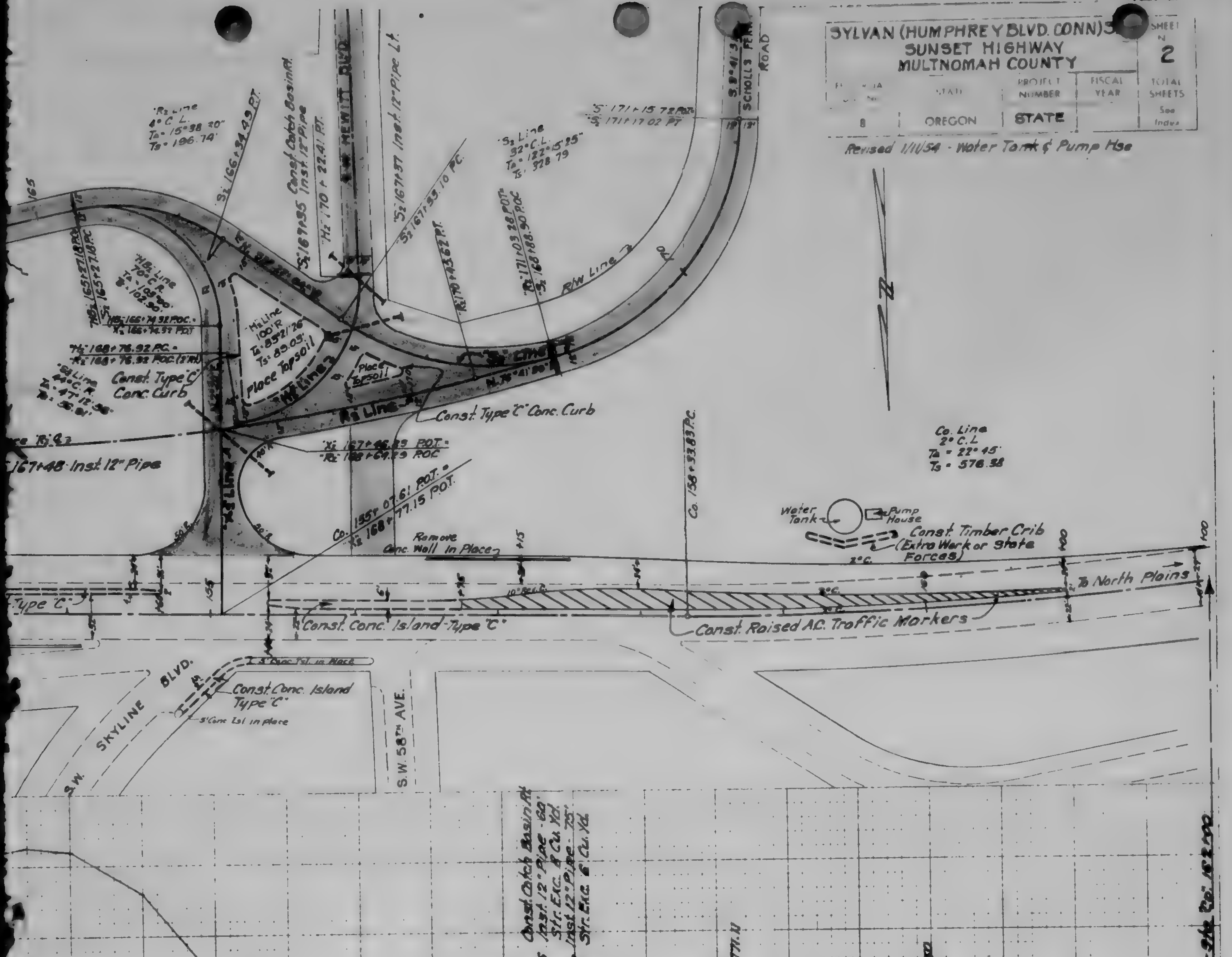
Length of Project 0.265 Miles

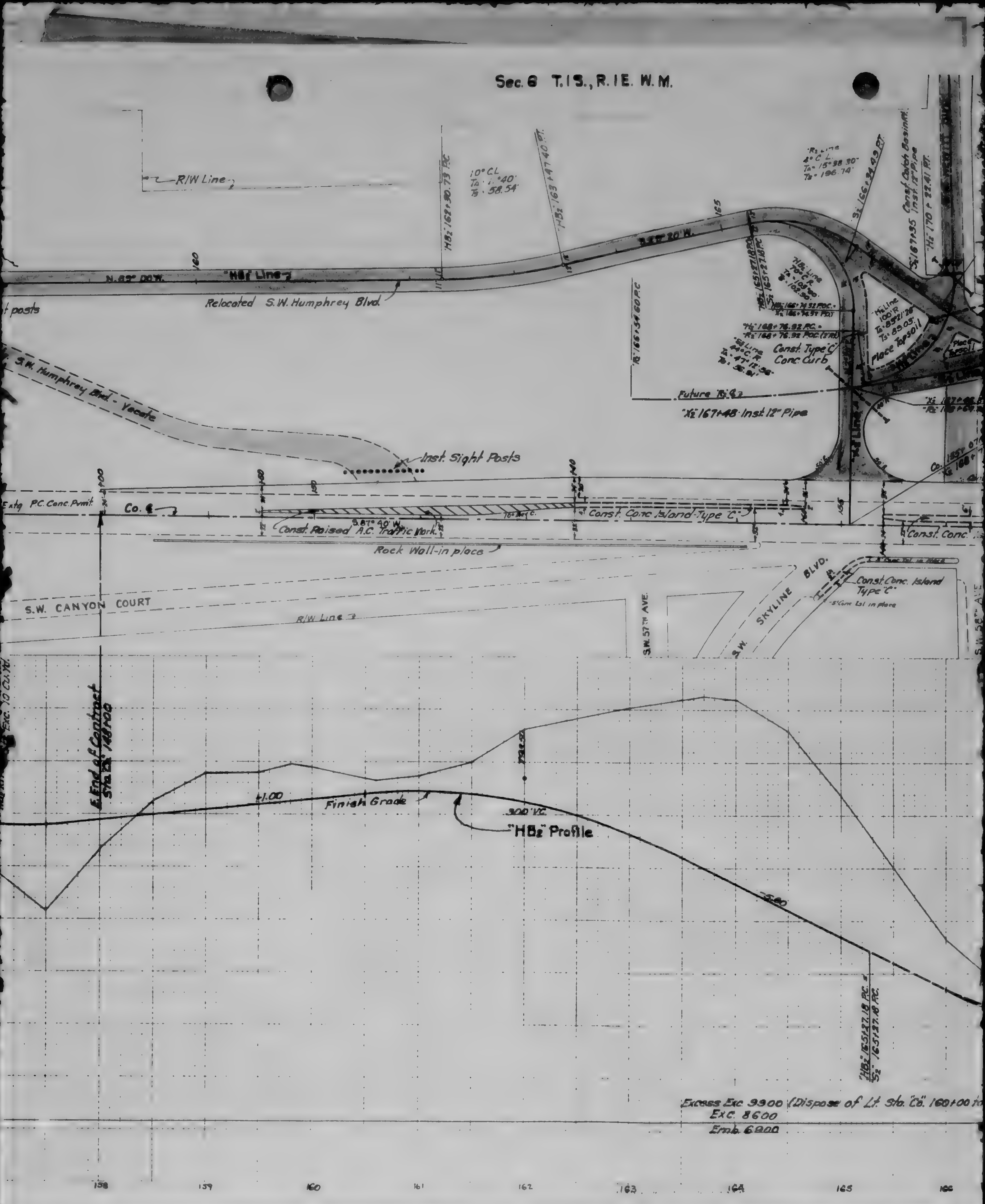
| ITEM | UNIT | NET QUANTITY | ALLOWANCE | TOTAL |
|---|---|---|---|---|
| Clearing & Grubbing | All | All | | All |
| Structural Excavation, Unclassified | Cu. Yd. | 30 | 10 | 40 |
| General Excavation, Unclassified | Cu. Yd. | 18 500 | 1500 | 20 000 |
| Furnishing & Placing Topsoil | Cu. Yd. | 59 | 11 | 70 |
| Finishing Roadbed & Slopes | All | All | | All |
| Rounding Cutbanks | Lin. Ft. | 1650 | 150 | 1800 |
| 12-inch Concrete Pipe | Lin. Ft. | 243 | 27 | 270 |
| Concrete Catch Basins | One | 1 | | 1 |
| Concrete Curbs | Cu. Yd. | 11 | 1 | 12 |
| Concrete Islands | Cu. Yd. | 43 | 3 | 46 |
| Metal Sight Posts | One | 27 | 3 | 30 |
| 2½"-0 Material in Base | Cu. Yd. | 7630 | 770 | 8400 |
| ¾"-0 Material in Base & Shoulders | Cu. Yd. | 911 | 89 | 1000 |
| Sprinkling | M-Gal. | 203 | 17 | 220 |
| ¾"-0 Material in Binder Course | Cu. Yd. | 67 | 3 | 70 |
| RC-3 Asphalt in Binder Course | Ton | 11 | 1 | 12 |
| Class "B" Asphaltic Concrete | Ton | 1450 | 150 | 1600 |
| 2½"-inch Asphaltic Concrete Traffic Markers | Lin. Ft. | 873 | 77 | 950 |
| Traffic Signal System and Illumination Complete | All | All | | All |

SYLVAN (HUMPHREY BLVD. CONN) S
SUNSET HIGHWAY
MULTNOMAH COUNTY

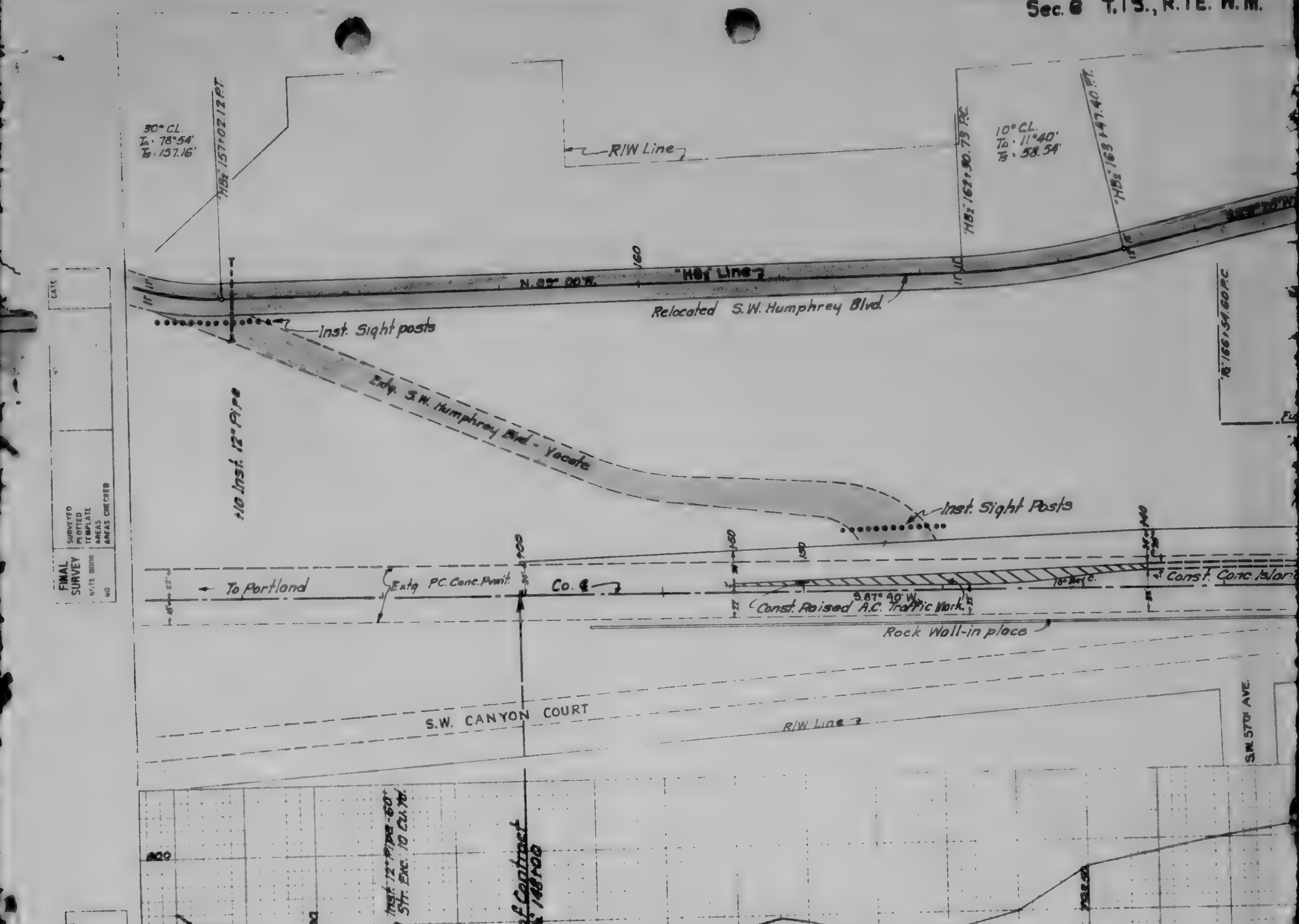
| [illegible] | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS | SHEET No. |
|---|---|---|---|---|---|
| 8 | OREGON | STATE | | See Index | 2 |

Revised 1/11/54 - Water Tank & Pump Hse


HEWITT BLVD.
SCHOLLS FERRY ROAD
S.W. SKYLINE BLVD.
S.W. 58th AVE.
"R2" Line 4° C.L. Ta = 15°38'30" Ts = 196.74'
S2 166+34.49 P.T.
Const. Catch Basin Rt. Inst. 12" Pipe
S2 167+57 Inst. 12" Pipe Lt.
S2 171+15.72 P.O.T.
S2 171+17.02 P.T.
S2 Line 32° C.L. Ta = 122°15'25" Ts = 328.79
"H2" 170 + 22.41 P.T.
S2 167+93.10 P.C.
R/W Line
"H2" Line 70° C.R.
H2 Line 100' R
Place Topsoil
Const. Type "C" Conc. Curb
R2 Line
S2 Line
N. 78°41'30" E.
X2 167+46.89 P.O.T.
R2 168+69.89 P.O.C.
Co. 155+07.61 P.O.T. = X2 168+77.15 P.O.T.
S2 167+48 Inst. 12" Pipe
Co. 158+33.83 P.C.
Co. Line 2° C.L. Ta = 22°45' Ts = 576.38
Water Tank
Pump House
Const. Timber Crib (Extra Work or State Forces)
Remove Conc. Wall In Place
To North Plains
Const. Conc. Island Type "C"
Const. Raised A.C. Traffic Markers
Const. Conc. Island Type "C"
5' Conc. Isl. in place
Const. Catch Basin Rt. Inst. 12" Pipe 60' Str. Exc. 8 Cu. Yd. Inst. 12" Pipe 75' Str. Exc. 6 Cu. Yd.
S2 167+35
X2 167+48
S2 167+57 Inst. 12" Pipe Lt. 48' Str. Exc. 6 Cu. Yd.
"X2" Profile
"S2" Profile
"R2" Profile
"S2" Profile
Finish Grade
100' V.C.
-6.90
-7.41
+0.11
-5.80
-7.60
-7.50
771.00
769.60
771.11
768.50
761.80
Co Line
W. End of Contract - Sta. "Co." 162+00
Excess Exc. 9900 (Dispose of Lt. Sta. "Co." 160+00 to "Co." 162+00)
Exc. 8600
Emb. 6900
164
165
166
167
168
169
170
171
770
760
750
740


Sec. 6 T.1S., R.1E. W.M.
R/W Line
10° CL
Ta = 1 °40'
Ts = 58.54'
"HB2" 162+90.73 P.C.
"HB2" 163+47.40 P.T.
160
N. 89° 00' W.
"HB2" Line
S. 5?° 20' W.
165
Relocated S.W. Humphrey Blvd.
t posts
S.W. Humphrey Blvd. - Vacate
Inst. Sight Posts
"R2" 166+34.60 P.C.
"R2" Line
4° C.L.
Ta = 15°38'30"
Ts = 196.74'
S2 166+34.49 P.T.
Const. Catch Basin Rt.
Inst. 12" Pipe
S2 167+35
"H2" 170+22.41 P.T.
"HB2" 165+27.18 P.C.
S2 165+27.18 P.C.
"HB2" Line
700' C.R.
Ta = 10°30'
Ts = 102.90'
"HB2" 166+74.32 P.O.C.
X2 166+74.57 P.O.T.
"H2" 168+76.92 P.C. =
"R2" 168+76.92 P.O.C. (S Rt.)
"S2" Line
94° C.R.
Ta = 47°12'36"
Ts = 56.91'
Const. Type "C" Conc. Curb
"H2" Line
100' R
Ta = 85°21'26"
Ts = 85.05'
Place Topsoil
Place Topsoil
Future "R2" Line
"X2" 167+48 Inst. 12" Pipe
"X2" Line
"X2" 167+95
"R2" 168+69
40' R
50' R
50' R
Co. 155+07
"X2" 168+
Extg. P.C. Conc. Pvmt.
Co. Line
S. 87° 40' W.
Const. Raised A.C. Traffic Mark.
Const. Conc. Island - Type "C"
Const. Conc.
Rock Wall - in place
S.W. CANYON COURT
R/W Line
S.W. 57th AVE.
S.W. SKYLINE BLVD.
Const. Conc. Island Type "C"
5' Conc. Isl. in place
S.W. 58th AVE.
Exc. 10 Cu. Yd.
End of Contract Sta. "Co." 148+00
+1.00
Finish Grade
300' V.C.
"HB2" Profile
-5.00
"HB2" 165+27.18 P.C.
"S2" 165+27.18 P.C.
Excess Exc. 9900 (Dispose of Lt. Sta. "Co." 160+00 to
Exc. 8600
Emb. 6900
158
159
160
161
162
163
164
165
166

Sec. 6 T.1S., R.1E. W.M.


30° CL.
TΔ 78°54'
TB 157.16'
"HB2" 157+02.12 P.T.
R/W Line
"HB2" 162+30.73 P.C.
10° CL.
TΔ 11°40'
TB 58.54'
"HB2" 163+47.40 P.T.
N.89° 00'W.
"HB2" Line
160
Relocated S.W. Humphrey Blvd.
Inst. Sight posts
Extg. S.W. Humphrey Blvd. - Vacate
+10 Inst. 12" Pipe
Inst. Sight Posts
"HB" 166+54.60 P.C.
To Portland
Extg PC Conc. Pvmt.
Co. ℄
S.87° 40' W.
Const. Raised A.C. Traffic Work
Const. Conc. Island
Rock Wall-in place
S.W. CANYON COURT
R/W Line
S.W. 57th AVE.
FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
800
790
780
-8.00
200' V.C.
+50
"HB2" 157+14.18
Inst. 12" Pipe - 60'
Str. Exc. 10 Cu. Yd.
℄ End of Contract
Sta. Co. ℄ 148+00
+1.00
Finish Grade
100' V.C.
"HB2" Profile
ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
156
157
158
159
160
161
162
163

CEIVED

OR FILING

96-1137

4095

5931

January 8, 1954

Mr. Edward F. Brady
6140 S. W. Mill Street
Portland 1, Oregon

Dear Sir:

Your letter of December 21, with regard to the traffic situation at the intersection of S. W. Canyon Road and S. W. 61st Drive, has been studied by the Traffic Engineer, and I have subsequently discussed the matter with him.

You have suggested the installation of a traffic-actuated signal at this intersection and cite the installations made on either side of Sylvan; namely, Highland to the east and Canyon Lane to the west. The experience at these latter two signalized locations has not been satisfactory. I am fully cognizant of the difficulties experienced on the part of side-road traffic in attempting to break into the heavy stream of traffic on Canyon Road. However, the benefits accruing to the relatively light volume of side-road traffic through the installation of a signal are offset in disproportionate degree by the delays and rear-end-collision type accidents that develop in the heavy traffic stream on the main highway. This is particularly true during icing conditions where the main highway is on somewhat of a grade, as is the case in the signalized intersections on either side of Sylvan, and as would be the case were one installed at S. W. 61st Drive. As you may have noted, it is necessary to put the Highland and Canyon Drive signals on flashing operation during times of icing conditions.

Any intersection, of course, has a certain accident potential. However, a check-back of reported accidents at S. W. 61st and Canyon Road shows that in the three-year period, 1950, 1951, and 1952, there were only two reported accidents, both of which occurred in 1951 and were restricted to property damage. This may be termed a "favorable" experience when compared to the Sylvan intersection proper (Canyon Road, Scholls Ferry Road and Skyline Boulevard) where, during the same three-year period, there was a total of 121 reported accidents, 28 of which involved personal injuries.

You mentioned the poor placement of the gutter extending down the medial strip on Canyon Road. Please be advised that I was in Portland yesterday and inspected this location. From this observation, it is my opinion that the crossing should be made at approximately right angles and not at a long diagonal. The gutter does not interfere with a square crossing now.

RECEIVED
FOR FILING

96-1137

[illegible]

[illegible]
5931

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I assure you I am in full sympathy with the difficulties always present in a situation where side-road traffic must enter a high-volume main highway stream; however, I do not believe that signalization should be used. Personally, if I were making the move onto Canyon Road destined for Portland--and particularly during peak-hour flow--I would make a hard right turn and move with westbound traffic to the Sunset-Tualatin Highway interchange, make the cut-back movement at this point and move with eastbound traffic on the main highway. This is a somewhat circuitous movement; however, a much safer one than a direct crossing and I would suggest that you give consideration to such a maneuver. I inspected this situation yesterday, and when the traffic is heavy, it would be a safe movement.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc
Mr. F. B. Crandall
Mr. A. G. Skelton

FBC:as lg

## ASSIGNMENT ✓

Date: Dec. 24, 1953 No. 5931 By EHB

Description: Letter 12-21-53 from Edward F. Brady, Portland, suggesting change of traffic plan at Sylvan to care for traffic from S.W. 61st Drive.

Acknowledged by____ Referred to CRANDALL ✓

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- X Prepare reply for signature of Mr. Baldock
- __Contact correspondent and report

Remarks:

Executed 1-6-54 Report Received________

---

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

D F. BRADY
OF TRADE BUILDING
ATER 3542
ND 4, OREGON

Crandall
Please prepare
reply
for me

er 21, 1953

nt

R. H. Baldock
te Highway Engineer

letter of November 23rd, 1953,
under consideration for the

essed by your representative at
l on December 7th, that the changed
ectly affects eastbound traffic
requested suggestions as to how

on Court One Way Westbound you are removing the main pathway that the majority of careful and cautious drivers familiar with the area use (lawfully or otherwise) to gain access to Canyon Road Eastbound from 61st Drive. To deprive us of the opportunity to reach Canyon Road across a signaled intersection is indeed affecting the most important constant traffic the road carries - from Barnes Road and 61st Drive to Scholls Ferry Road or eastbound to Portland. There is also much heavy commercial through traffic on this road to and from greenhouses and nurseries, etc.

Since your proposed traffic pattern does so vitally change traffic from 61st, and since your engineer has so ably pointed out the impossibility of making S. W. Canyon Court other than a One Way Westbound, we offer the following suggestion:

> THAT YOU AMEND YOUR OVERALL TRAFFIC PATTERN FOR THE SYLVAN INTERSECTION TO INCLUDE A "TRIPPER STOP SIGNAL" TO PERMIT TRAFFIC EASTBOUND TO MERGE WITH CANYON ROAD FROM 61ST UNDER SAFE CONDITIONS. Enclosed is a rough sketch of how we believe a tripper signal might be placed so as to serve only a single stream of traffic headed east.

RECEIVED
DEC 21 1953
TRAFFIC ENGINEER

PRACTICE BEFORE THE:
INTERSTATE COMMERCE COMMISSION
FEDERAL MARITIME BOARD
OREGON PUBLIC UTILITIES COMMISSION

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

**EDWARD F. BRADY**
321 BOARD OF TRADE BUILDING
ATWATER 3542
PORTLAND 4, OREGON

REFERRED TO
Crandall
Please prepare reply for me

December 21, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

I thank you for your letter of November 23rd, 1953, relative to the highway plan under consideration for the Sylvan area.

The opinion was expressed by your representative at a meeting in the Sylvan School on December 7th, that the changed traffic pattern in no way directly affects eastbound traffic from S. W. 61st Drive, and he requested suggestions as to how it could be improved.

In making S. W. Canyon Court One Way Westbound you are removing the main pathway that the majority of careful and cautious drivers familiar with the area use (lawfully or otherwise) to gain access to Canyon Road Eastbound from 61st Drive. To deprive us of the opportunity to reach Canyon Road across a signaled intersection is indeed affecting the most important constant traffic the road carries - from Barnes Road and 61st Drive to Scholls Ferry Road or eastbound to Portland. There is also much heavy commercial through traffic on this road to and from greenhouses and nurseries, etc.

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RECEIVED
DEC 21 1953
TRAFFIC ENGINEER

We consider this light a necessity since you plan on forcing this single exit on us. Even at the present time this corner is a greater potential death trap than any existing at the adjoining intersection of Sylvan. It is dangerous because we must cross two lanes of speeding westbound traffic and merge into two more lanes of fast flowing eastbound traffic to Portland. It is dangerous because of the exceedingly poor placement of a rather deep drainage ditch extending down Canyon Road to practically the center of S. W. 61st Drive - a placement which causes a severe jolt to persons unfamiliar with it and necessitates a ridiculously sharp left turn to those who see it. This intersection is doubly dangerous because it is at an elevation of approximately 800 feet - far higher than Rocky Butte's 612 feet or Mt. Tabor's 645 feet. This height often results in a large amount of morning and evening frost or ice that practically turns 61st Drive into an ice chute emptying into Canyon Road. The 61st intersection is dangerous because the grade between Mill Street and Canyon Road is a steep 11%. It is not difficult to visualize the hazard involved in entering Canyon Road against traffic from this steep slope on an icy morning.

Finally, we feel that this intersection deserves consideration because in a long needed attempt to remedy traffic conditions near Sylvan you have given consideration to five of the six intersecting roads and completely ignored the sixth - the most dangerous - 61st Drive. Further, of the three intersecting main roads between Washington Park Reservoir and Benz Park (exclusive of Sylvan) two of these, Highland and Canyon Lane, have tripper lights, while the third and most dangerous one - 61st Drive - has no protection.

We are all in favor of protecting the neighborhood children, but we believe it unfair to create a potential death trap for adults. My neighbors join me in requesting protection as suggested herein. Please advise.

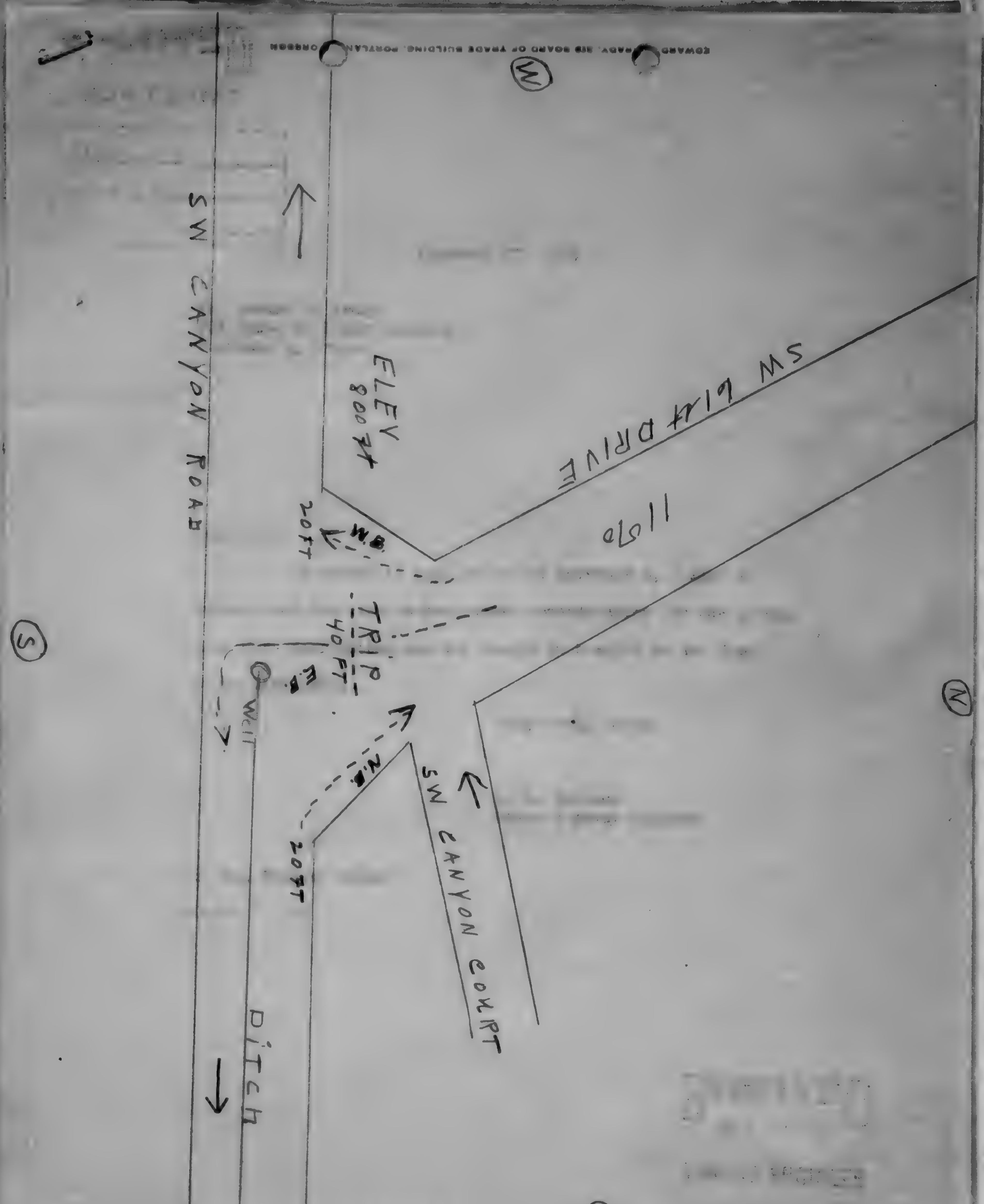
Yours sincerely,

Edw F Brady.

Edward F. Brady
6140 S. W. Mill St.
Portland 1, Oregon

EFB:em

RECEIVED
DEC 21
TRAFFIC ENGINEER


EDWARD GRADY, 312 BOARD OF TRADE BUILDING, PORTLAND, OREGON
W
S
N
E
SW CANYON ROAD
SW 61st DRIVE
1150
ELEV 800 FT
20 FT
W.B.
TRIP 40 FT
E.B.
WELL
N.B.
SW CANYON COURT
20 FT
DITCH
SYLVAN

CEIVED
NOV [illegible]3 1953
FOR FILING

Maint
Traffic
E[illegible]

November 23, 1953

Mr. Edward F. Brady
501 Board of Trade Building
Portland 4, Oregon

Dear Sir:

In answer to your letter of November 9, I wish to advise that the plan we have under consideration for the Sylvan area does not contemplate any change in traffic to and from S. W. 61st Drive.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

RECEIVED
DEC 24 1953
TRAFFIC ENGINEER

## ASSIGNMENT

Date: November 16, 1953

No. 5895
By ITHB

Description: Letter 11-9-53 from Edward F. Brady, Portland, asking how traffic to and from 61st Drive into Canyon Road will be cared for.

Acknowledged by _____ Referred to BOOTH

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature
XX Please prepare an answer for me.

Assignment executed 11-18-53 Report received ________

Remarks: hi

---

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

9,1953

ropose to spend
anyon Road at

d our only entry
explained to your
representatives when they held a meeting in the Sylvan School.

At that time you did not even have 61st Drive on your map and no provision was made for the traffic from this paved County road into SW Canyon Road. Your engineers apoligized for this oversight and promised to look into the matter and advise me.

As I have not heard from them will you please advise me how the traffic to and from 61st Drive into Canyon Road will be taken care of in your new plan.

Respectfully Yours,
Edw F Brady
Edward F Brady

EFB/stm

REFERRED TO
BY SECRETARY

NOTED
[illegible]

RECEIVED
DEC 2
TRAFFIC ENGINEER

PRACTICE BEFORE THE:
INTERSTATE COMMERCE
COMMISSION
FEDERAL MARITIME BOARD
OREGON PUBLIC UTILITIES
COMMISSION

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

**EDWARD F. BRADY**
501 BOARD OF TRADE BUILDING
ATWATER 3542
PORTLAND 4, OREGON

November 9,1953

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen;

I note in the Journal of November 3,1953 you propose to spend $50,000.00 rebuilding the intersection of SW Canyon Road at Sylvan.

We own property,and live on,S.W.Mill Street and our only entry into SW Canyon Road is via SW 61st Drive as I explained to your representatives when they held a meeting in the Sylvan School.

At that time you did not even have 61st Drive on your map and no provision was made for the traffic from this paved County road into SW Canyon Road.Your engineers apoligized for this oversight and promised to look into the matter and advise me.

As I have not heard from them will you please advise me how the traffic to and from 61st Drive into Canyon Road will be taken care of in your new plan.

Respectfully Yours,
Edw F Brady
Edward F Brady

EFB/stm

REFERRED TO
BY SECRETARY

NOTED
CORRECT [illegible]

RECEIVED
DEC 24 [illegible]
TRAFFIC ENGINEER

RECEIVED
DEC 16
FOR FILING

26-1057

407[illegible]

December 15, 1953

Mrs. Nelma Leonard, Clerk
Sylvan School
184[illegible] S. W. 58th Avenue
Portland 1, Oregon

Dear Mrs. Leonard:

In behalf of Mr. Ben R. Chandler, Chairman of the State Highway Commission, I wish to acknowledge and thank you kindly for your letter of December 9, 1953 in which appreciation is expressed for action taken by the State Highway Commission to solve the problem of the Sylvan intersection.

Your letter will be brought to the attention of the members of the Highway Commission and State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

WILLIAM W. ROSENFELD
ALLAN HART
EDWARD L. HUGHES, CHAIRMAN
BOARD OF DIRECTORS

NELMA LEONARD
CLERK

PRINCIPAL
RALPH A. NELSON

**SYLVAN SCHOOL**
**DIST. 42-Jt.**
1849 S. W. 58TH AVENUE
PORTLAND 1, OREGON
PHONE BEACON 9349

December 9, 1953

Mr. Ben Chandler, Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Chandler

The School District Board asked me to write the Highway Commission expressing its thanks for the consideration shown them on the problem of the Sylvan intersection. I am sending you an extract from the minutes of the last Board meeting.

Motion made, seconded and carried: that the Board express its thanks to the Highway Commission for the courtesy of having Mr. Broadwell come to the meeting to explain the interim construction plan for the Sylvan intersection, and further that the Board express its hope that this interim plan can be superceded by the construction of the underpass at a very early date.

Very truly,

Nelma Leonard
Nelma Leonard, Clerk

FORM E-30 25M 9-51 [illegible]

26-1057

4

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1953

SUBJECT: Intersectional Treatment
Sylvan - US26 - M.P. 71.35

To: W. C. Williams
Deputy State Highway Engineer
Office

I have spent some time with Val Johnson poring over the projected stage treatment at Sylvan intersection, particularly as regards superimposing signalization. The plan as is now approved, or tentatively so at least, is of such layout that successful signalization is very questionable and, in the light of past history of this location, if we do proceed with the expenditure of sizeable sum of money and still do not make it apparent to the lay citizenry involved that there is a betterment we will not have bettered what is admittedly a bad situation.

I will not go into detail on the thing but rather am I attaching verbatim copy of Mr. Johnson's inter-office report to me on the subject along with a copy of plan which is basically the one which we originally suggested and which, it is believed, will in the overall picture handle traffic much better, thinking of the signalization situation. Our alternative suggestion is the $17,000 ~~[illegible]~~ job which has the drawback of including an outlay, in part, which is non-salvageable at such time as the ultimate grade separation, interchange, etc. is developed.

F. B. Crandall

F. B. Crandall
Traffic Engineer

NOTED
W. C. W

FBC:as

Attachment

Williams:-
This is for your file.
The "left turn refuge" plan has been turned over to Booth-(Treadwell) for cost estimate
-Crandall

NOTED
W. C. WILLIAMS

REC
NOV

TRAFFIC

FORM E-30 25M 9-51 82318

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1953

SUBJECT: Proposed Intersection Revision
Sylvan - US26 - Hwy. No. 47
M.P. 71.35

To: F. B. Crandall
Traffic Engineer
Office

Herewith in duplicate are plans showing alternate treatments at the multi-legged intersection on US26 in Sylvan. The first plan shows treatment as presently proposed and the second is an adaptation of the plan proposed by this office last spring.

Traffic conditions at the Sylvan intersection have been a matter of concern to the Highway Department for many years. In 1940 a flashing beacon was installed and certain islands constructed on the south side of the highways. In 1943 the flashing beacon was changed to provide a four-way stop during the hours when children were going to and from school. In 1948 the flashing beacon was replaced with a fixed time traffic signal. Subsequent to that time we have received a steady stream of complaints. These complaints have centered around the hazards to school children crossing US26, congestion caused by vehicles making the left turn from east to south and to a lesser extent from west to north and general congestion.

Last spring in response to a request from the Sylvan P.T.A. an investigation was made and certain corrective treatment proposed. The proposal included left-turn refuges, revision of the south approach, closure of S.W. 58th Avenue to all but right-turn movements and installation of a three-phase semi-actuated signal with pedestrian pushbutton for the school crossing across US26. This plan was discussed by Mr. Head, Al Johnson and me at a P.T.A. meeting in Sylvan where the plan won local approval. The plan was estimated to cost some $17,000.00.

Subsequently, the plan was "loaded" with such extras as a pedestrian grade separation, fence on the medial island and realignment of Humphrey Boulevard until the cost rose to $87,000.00 and construction was postponed.

Recently a new plan, the small sheet attached, came into the picture. This plan proposes realignment of Humphrey Blvd. and a new south approach. The left turn from east to south would be made by means of an outrigger lane using Canyon Court and a frontage road would connect Canyon Court, Skyline Boulevard, the grocery parking lot, 58th Avenue and a street to the west with access to US26 only at the Skyline Boulevard intersection. This plan gives us a simple four-way intersection insofar as the highway is concerned. From this viewpoint the design is excellent.

However, the new plan does present certain shortcomings which are difficult to

COPY

overcome. No protection is given to the west to north left turn. The divider between US26 and the frontage road is only two feet wide. We then have two four-way intersections separated by a distance of two feet or, in terms of practical traffic operation, a six-way intersection. Bus stops, a major problem, are not provided for and pedestrians are in a bad way in that they must stand in the frontage road while waiting for their interval to cross US26.

Fixed time signals could be used with standard indications to the east, west and south and a combination of a standard red-amber-green and flashing indications to the north. This would become so complicated that successful operation would be doubtful. Traffic counts show that approximately 20% of all traffic would enter from the side roads. Yet because of the conflicting movements and pedestrians we would be forced to give 50% of the signal time to the side roads.

Semi-actuated signals with pedestrian pushbuttons for the highway crosswalk and a combination of pressure sensitive detectors and stop signs for the four non-highway legs would prove more successful but would still be complicated by reason of the stop signs surrounding the secondary intersection just north of US26. The stop requirement would cause an increase in the cross-street green period and those vehicles on the frontage road which did not desire to enter US26 would send in false calls. This plan is believed to cost approximately $50,000.00.

The larger plan attached is a modified version of the plan presented last spring. The modifications serve the purpose of bringing the south leg of the intersection in on the alignment which will exist when the grade separation is constructed. This plan, which is estimated to cost $17,000.00, provides a five-way intersection with one leg, Canyon Court, entering on a stop sign. Left-turn refuges are provided for off-highway movements. A three-phase semi-actuated signal complete with pedestrian pushbuttons would be installed.

This plan has certain disadvantages. The medial islands would not be salvable when the grade separation is constructed. However, it is believed that the separation is far in the future. The plan does not provide for Humphrey Boulevard or the street to the west of 58th Avenue.

On the other hand the plan does provide a clean, workable intersection. Bus stops are provided. Further, adequate protection is given pedestrians crossing US26. This matter was of major concern to the local people at the P.T.A. meeting.

/s/ Val Johnson
m

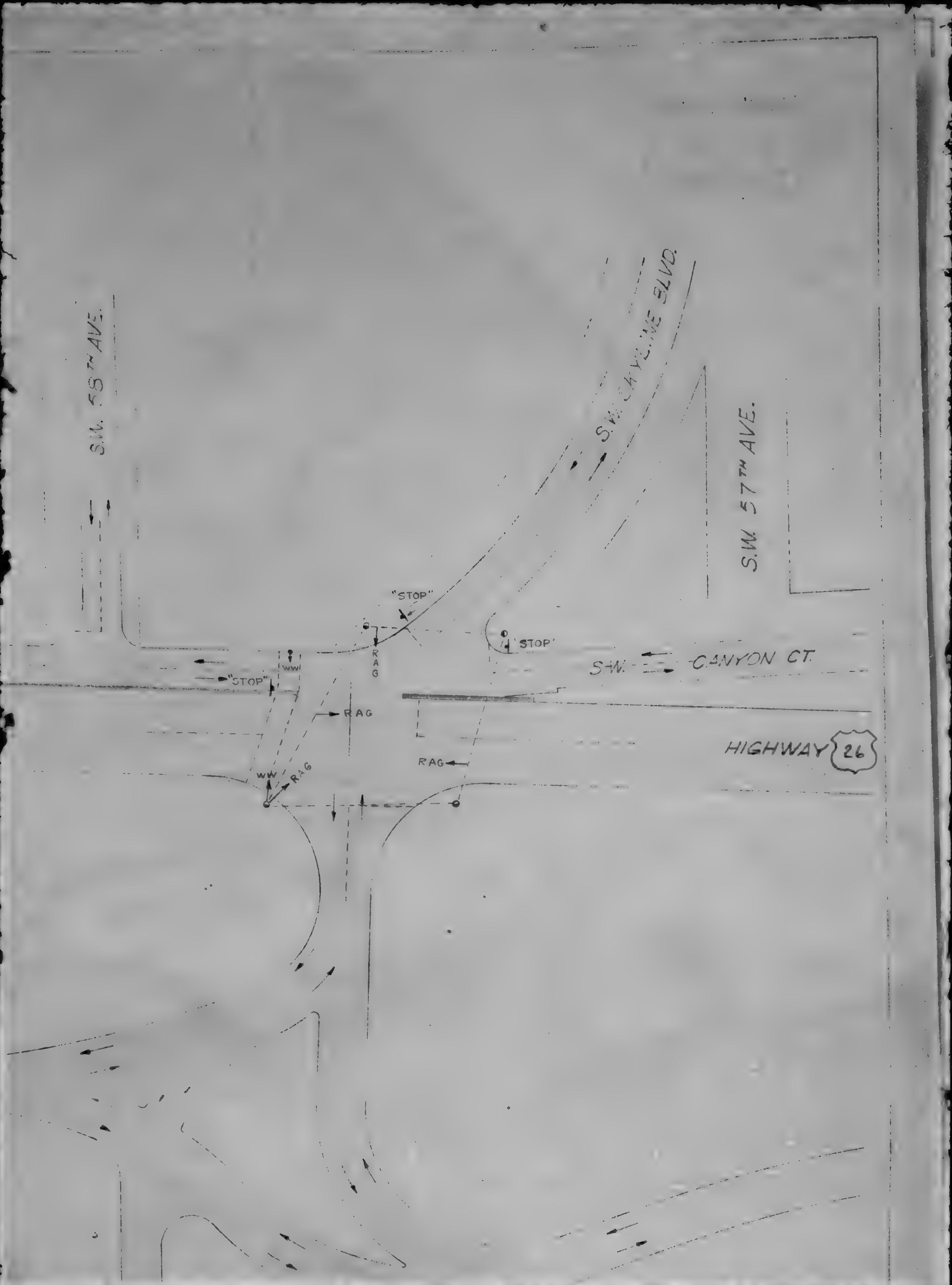
Val Johnson
Traffic Control Engineer

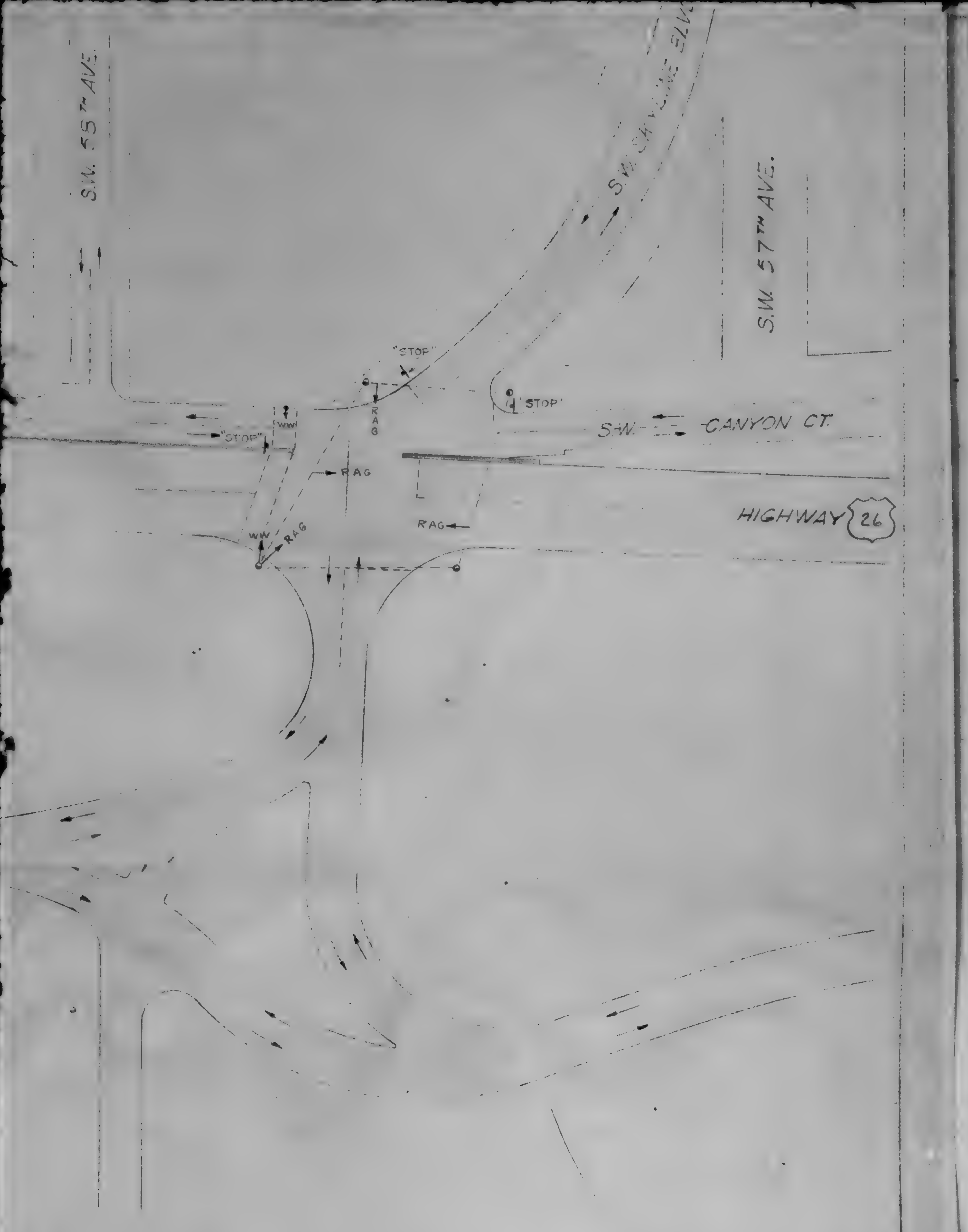
VJ:mm
Attachments

copy made 11-23-53
as

RECEIVED
NOV 30 1953
TRAFFIC ENGINEER

COPY


S.W. 58TH AVE.
S.W. SKYLINE BLVD.
S.W. 57TH AVE.
"STOP"
'STOP'
"STOP"
WW
RAG
S.W. CANYON CT.
RAG
RAG
HIGHWAY 26
WW
RAG


S.W. 58TH AVE.
S.W. SKYLINE BLVD.
S.W. 57TH AVE.
"STOP"
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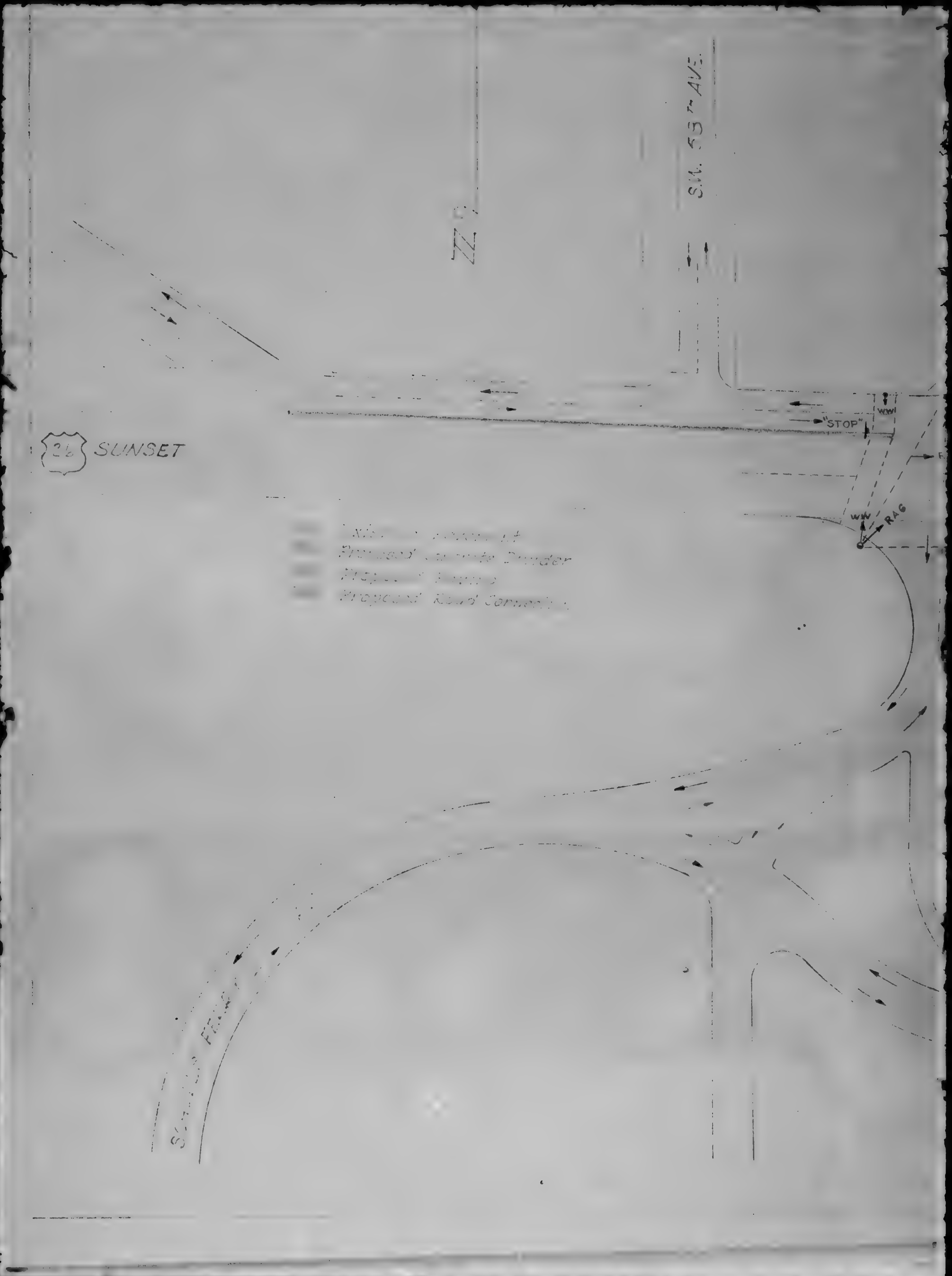
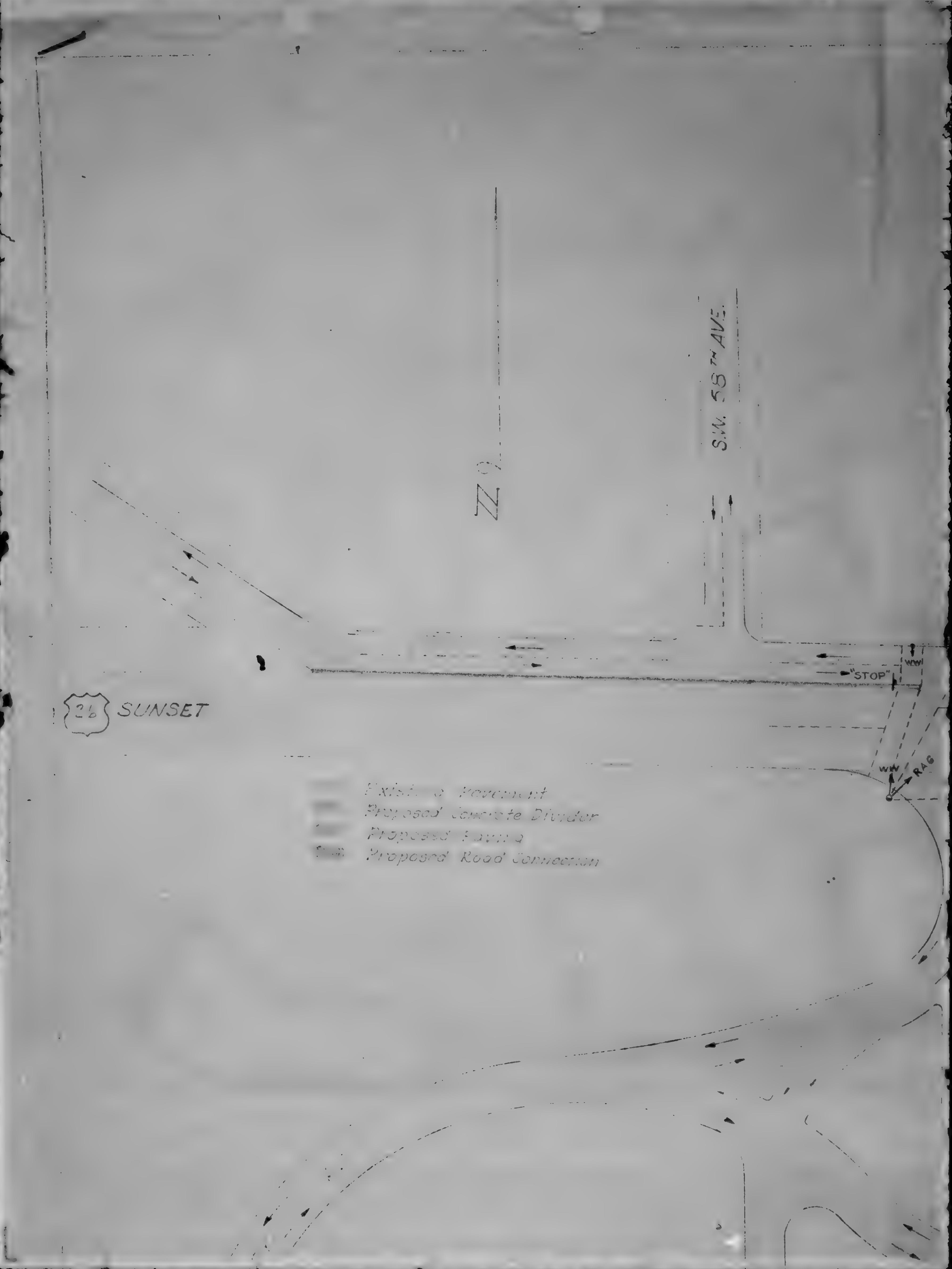
S.W. CANYON CT.
HIGHWAY 26


S.W. 53rd AVE.
26 SUNSET
"STOP"
WW
WW
RA6
Existing Pavement
Proposed Concrete Divider
Proposed Paving
Proposed Road Connection
FRW


S.W. 58TH AVE.
N
"STOP"
WW
WW
RAG
26 SUNSET
Existing Pavement
Proposed Concrete Divider
Proposed Paving
Proposed Road Connection

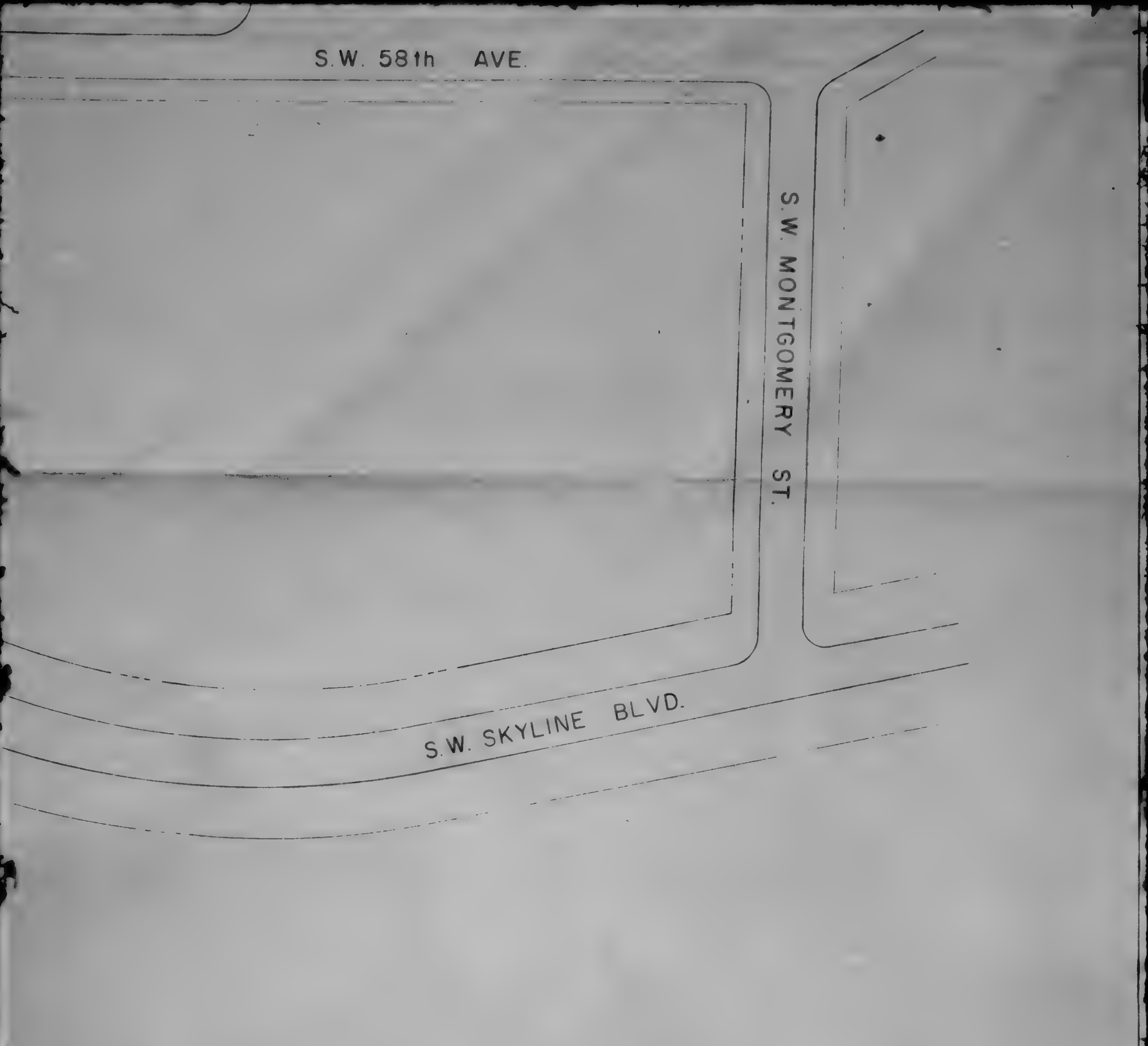
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

# PROPOSED INTERSECTIONAL REVISION
## CANYON RD. - SKYLINE BLVD.
## S.W. 58th AVE. - S.W. HEWITT BLVD.
## S.W. HUMPHREY BLVD.
## SYLVAN

US 26 — Hwy. No. 47 — M.P. 71.35

Scale: As Shown Nov. 1953

SCALE 0 20 50 100 FEET


S.W. 58th AVE.
S.W. MONTGOMERY ST.
S.W. SKYLINE BLVD.
SCALE
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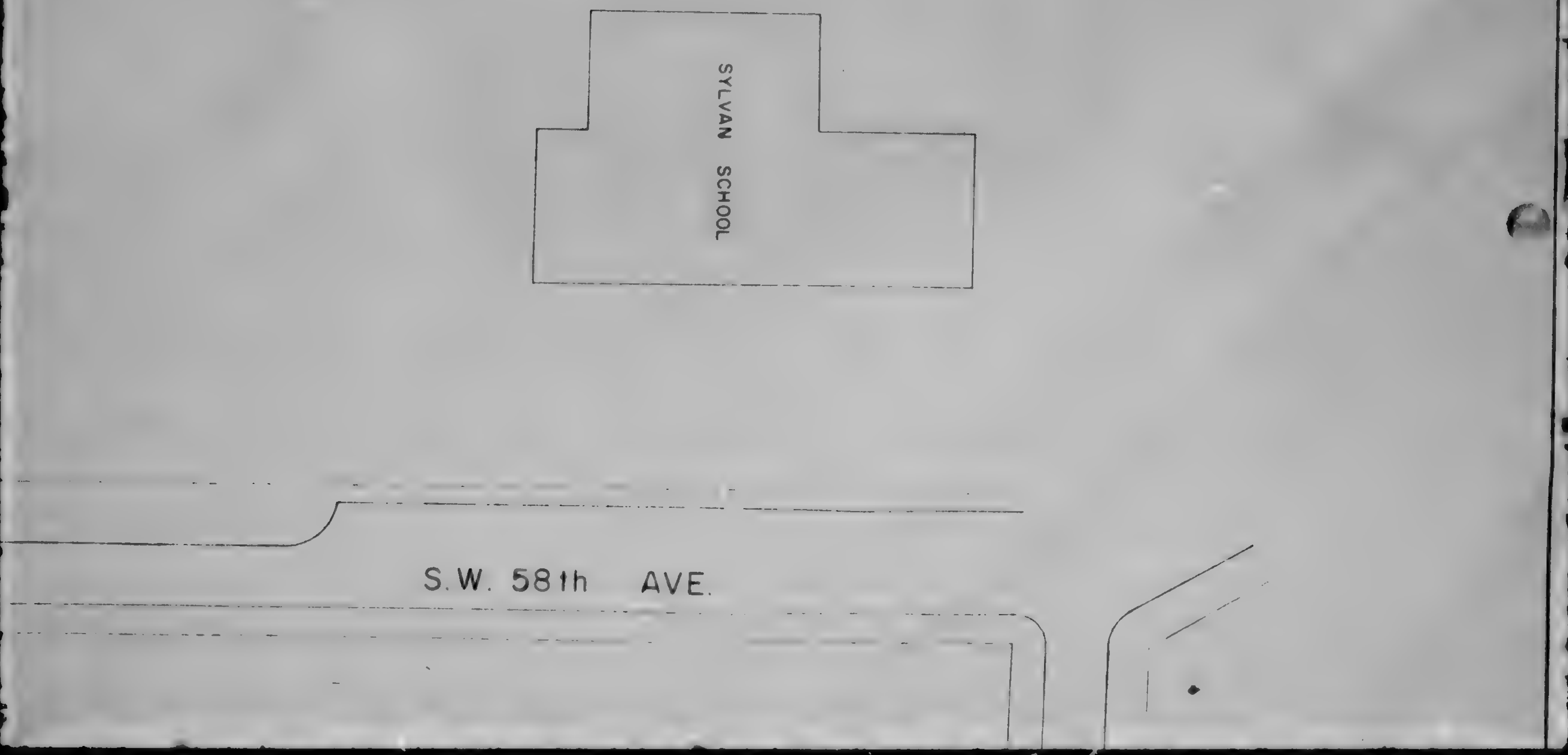
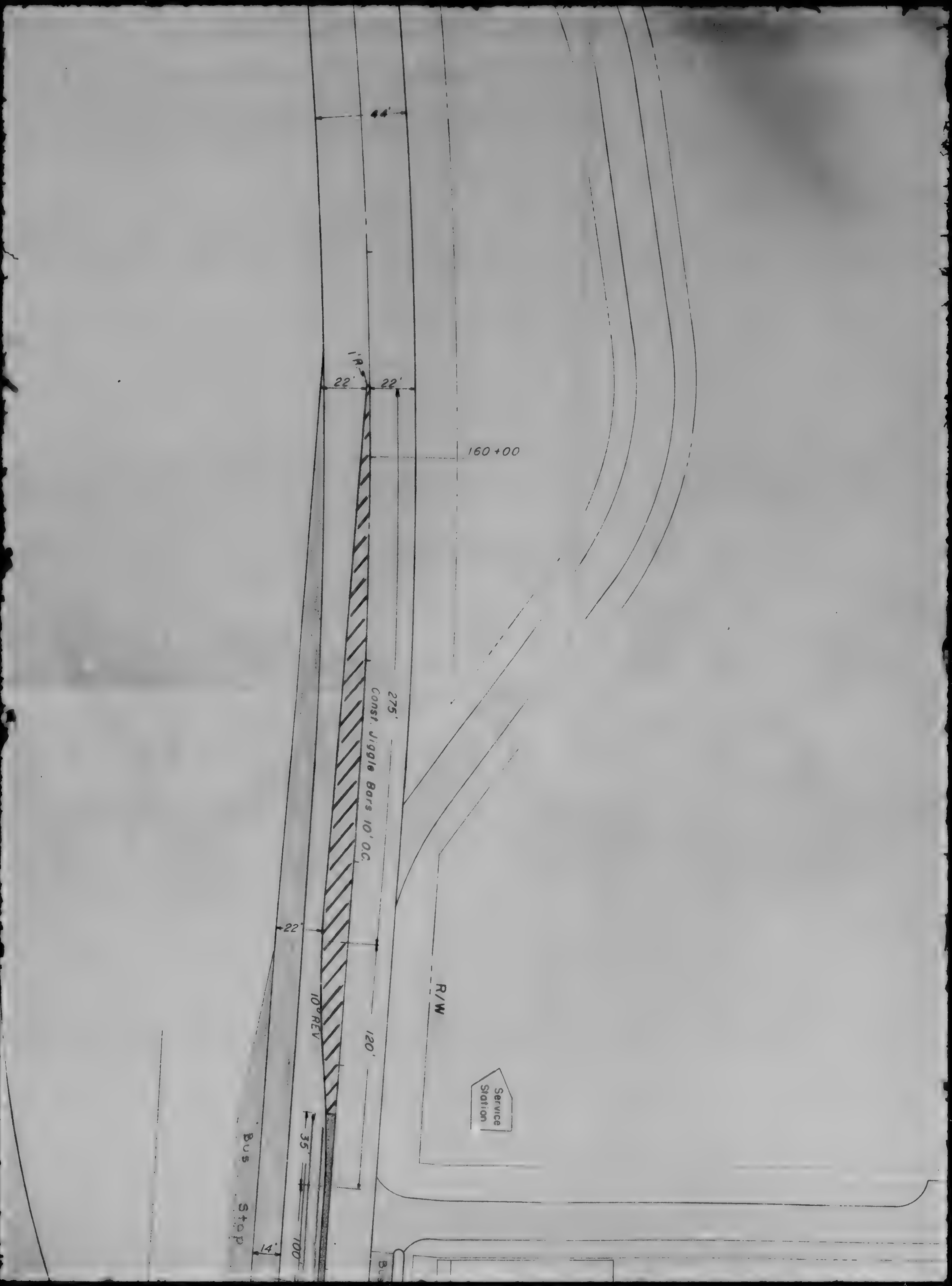
20


SYLVAN SCHOOL
S.W. 58th AVE.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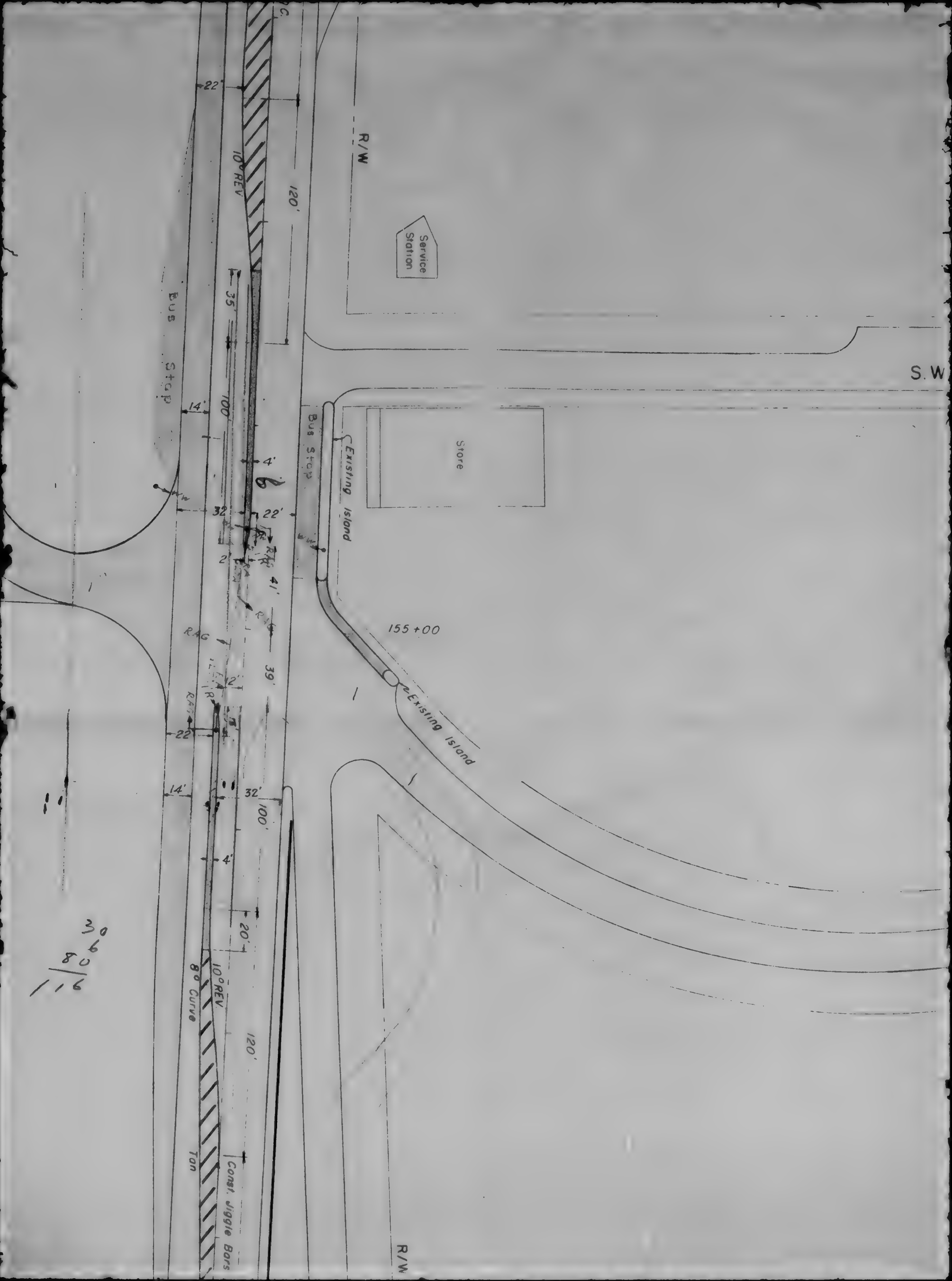
Const. Jiggle Bars 10' O.C.
22'
10° REV
120'
R/W
Service Station
35'
Bus Stop
14'
100'



C
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10° REV
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R/W
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Bus Stop
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2'
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Existing Island
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Const. Jiggle Bars
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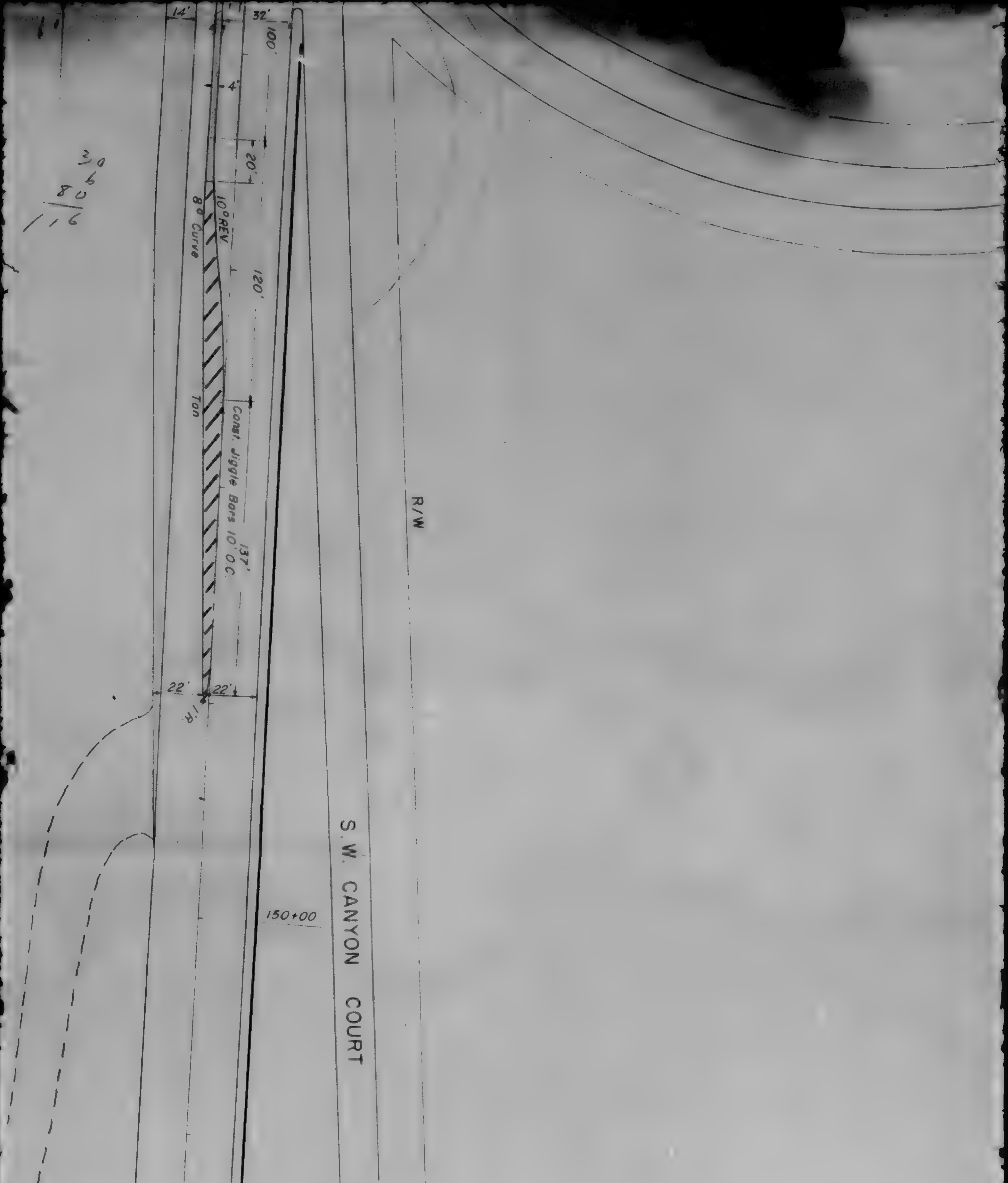
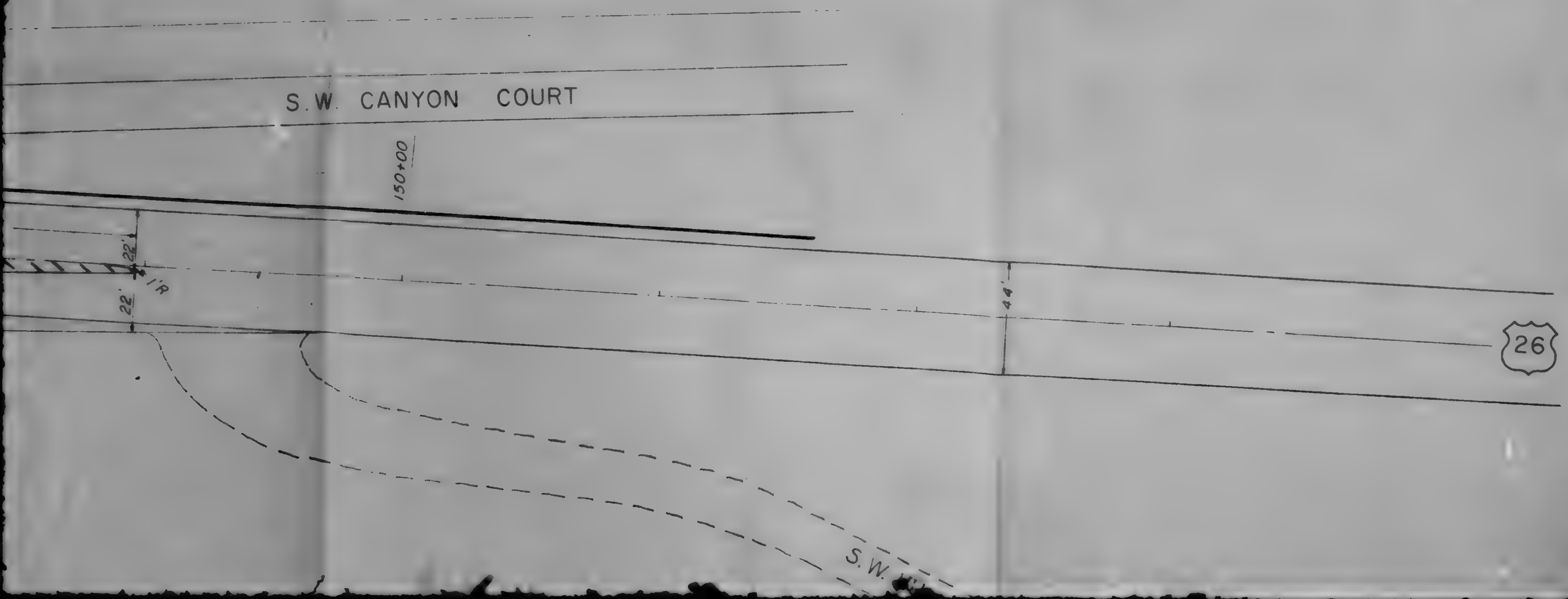

10° REV
8° Curve
Ton
Const. Jiggle Bars 10' O.C.
R/W
I.R.
150+00
S.W. CANYON COURT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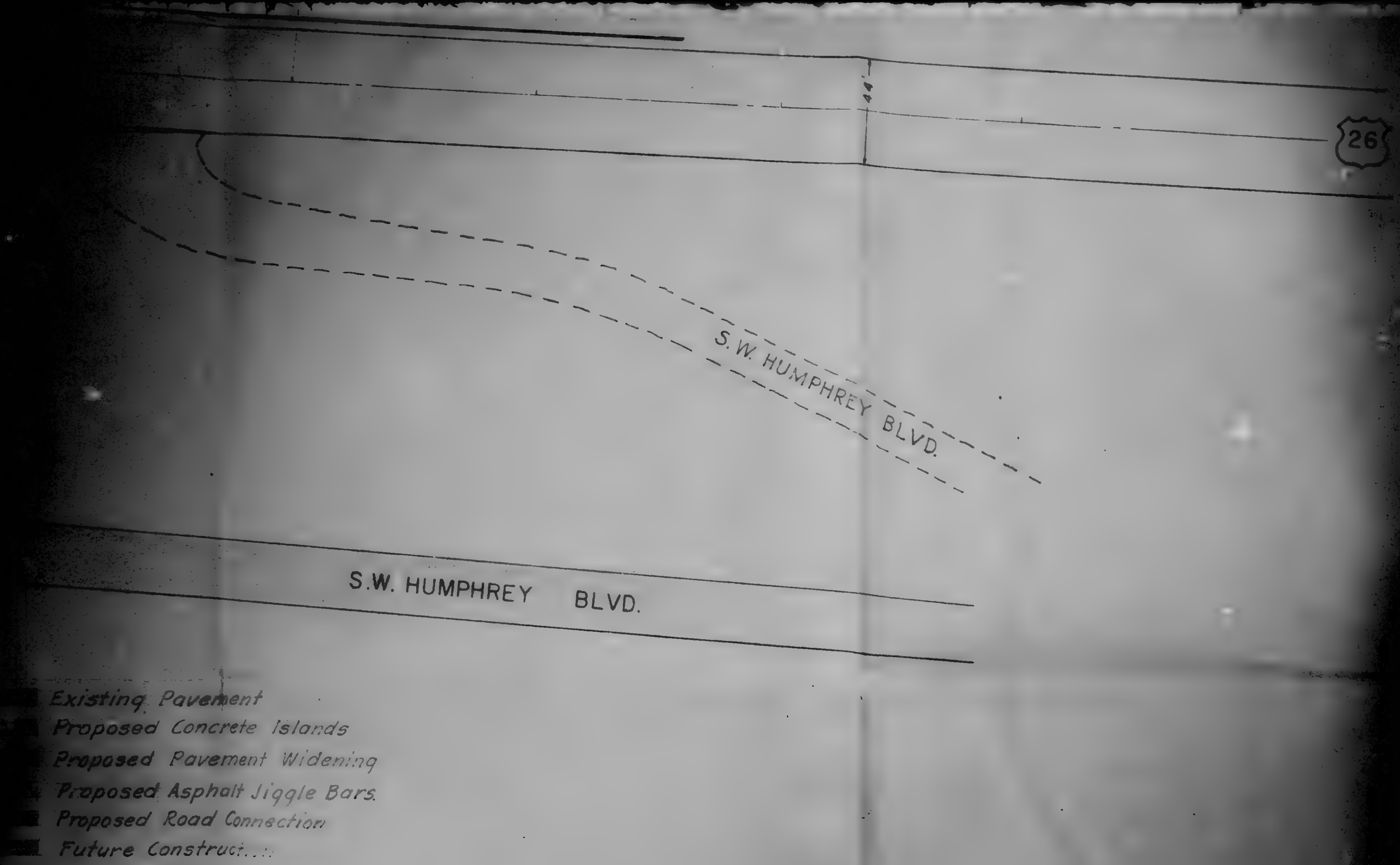
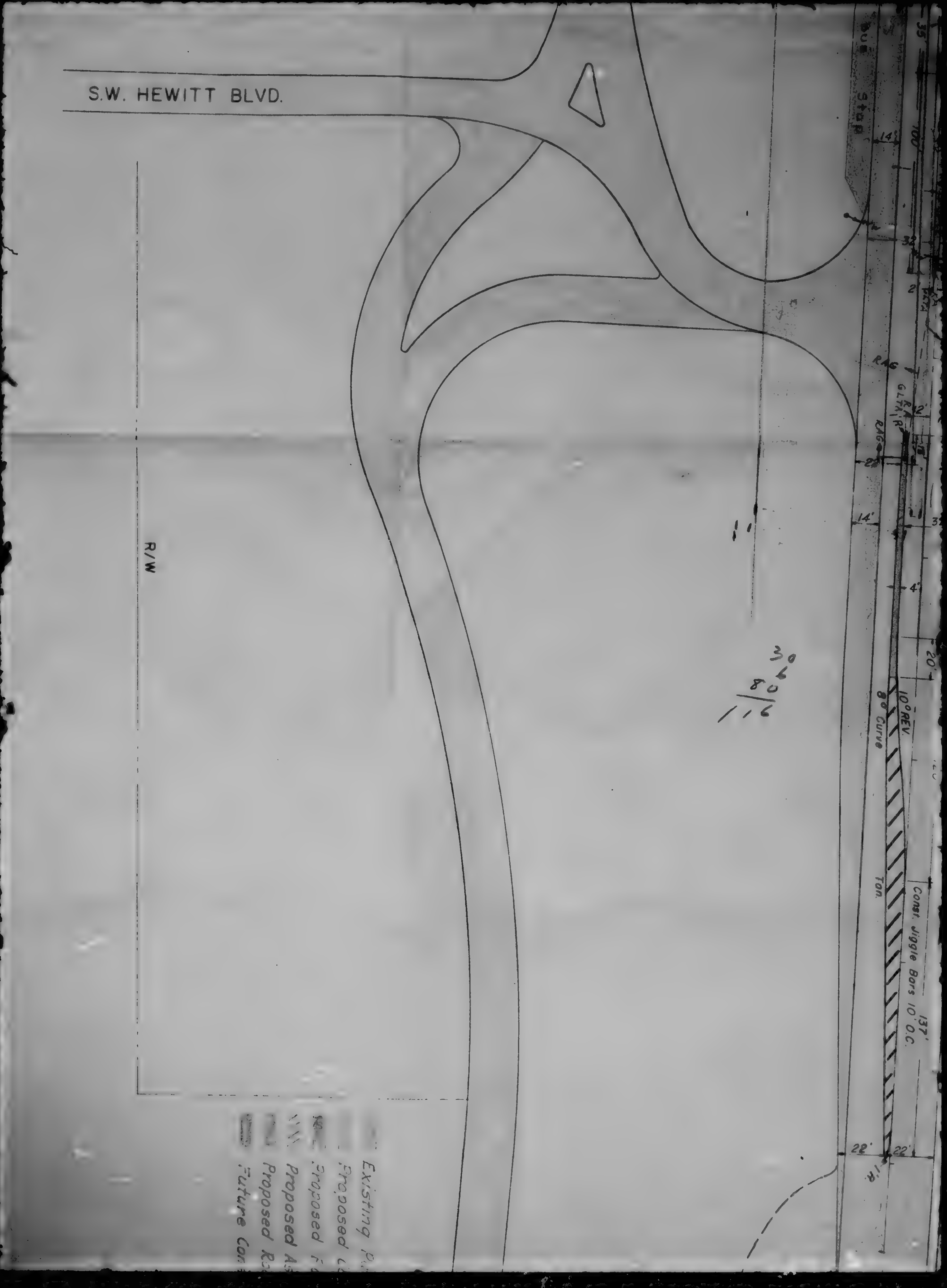


26
44'
S.W. HUMPHREY BLVD.
S.W. HUMPHREY BLVD.
Existing Pavement
Proposed Concrete Islands
Proposed Pavement Widening
Proposed Asphalt Jiggle Bars.
Proposed Road Connection
Future Construct...


S.W. HEWITT BLVD.
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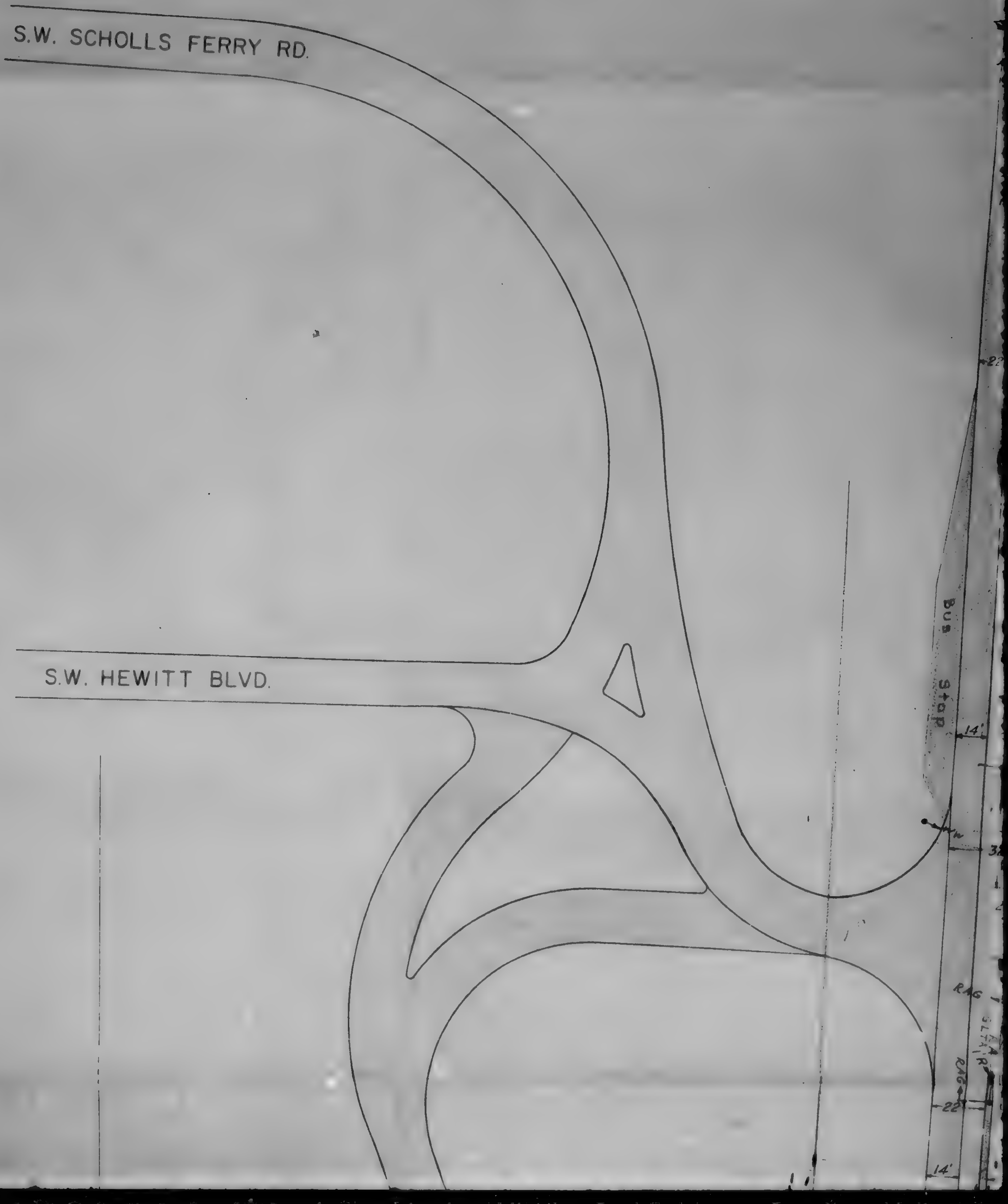
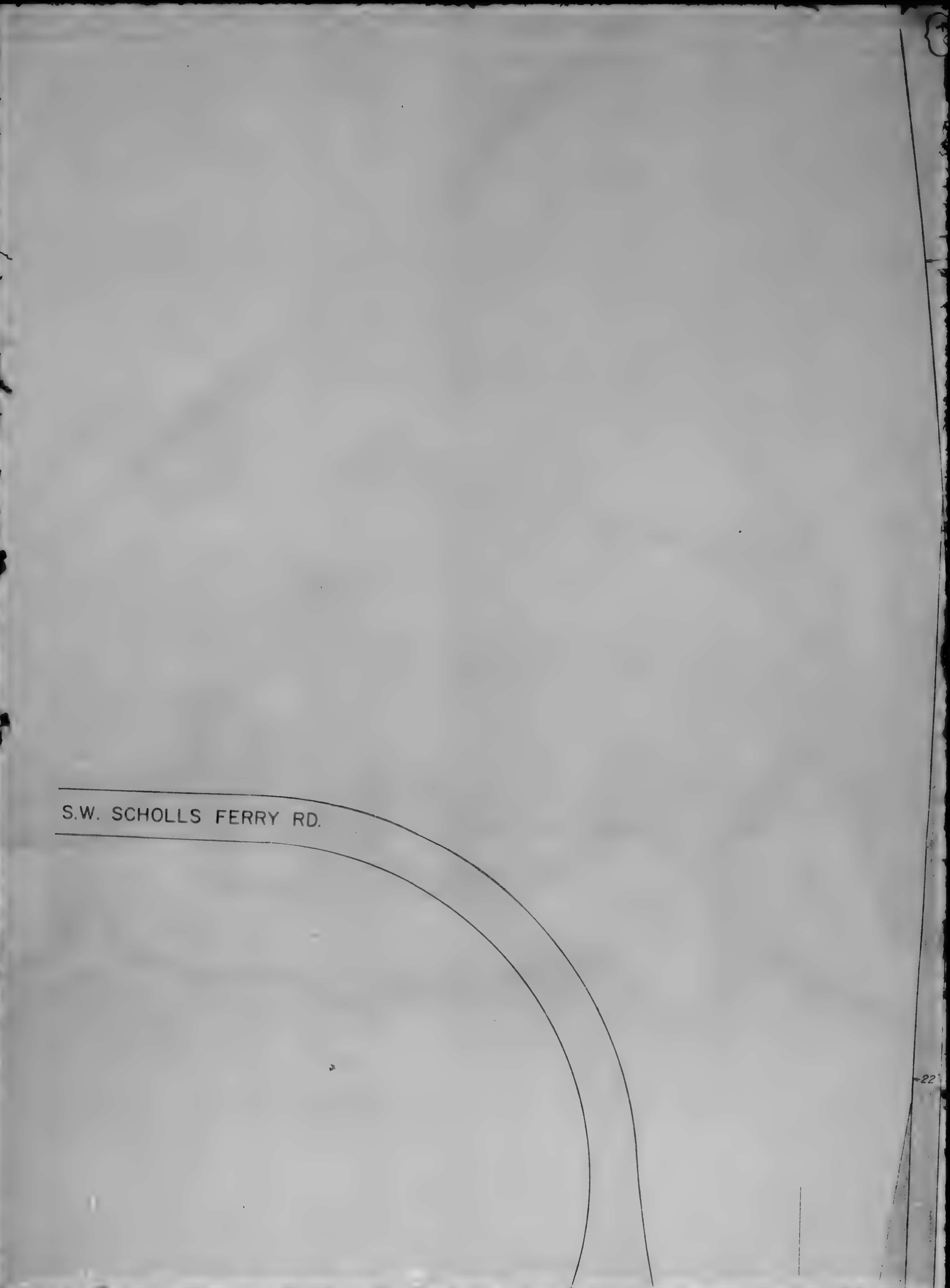

S.W. SCHOLLS FERRY RD.
S.W. HEWITT BLVD.
22
Bus Stop
14'
32
RAG
RAG
22
14'


S.W. SCHOLLS FERRY RD.
22

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OCT 15 1953
FOR FILING

PENDERGRASS, SPACKMAN & BULLIVANT
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

V. V. PENDERGRASS
CHAS. R. SPACKMAN JR.
R. R. BULLIVANT
CHARLES E. WRIGHT
ALLAN HART
DARREL L. JOHNSON
WALTER H. PENDERGRASS
JACK L. HOFFMAN
DONALD W. MORRISON

26-1037

[illegible]

September 3, 1953

Mr. Ben C. Chandler, Chairman
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Re: Sylvan Intersection, Multnomah County

Dear Mr. Chandler:

With the approach of a new school year, the Sylvan neighborhood is anxious to remind you of the dangerous situation existing at the Sylvan intersection on Canyon Road. You will recall that your Commission kindly permitted the Sylvan group to make a presentation on this subject last Spring.

It is our understanding that the temporary remedial measures which were proposed by Mr. Baldock last Spring have had to be abandoned, because of the high costs that they would have entailed. While we recognize that the Commission would probably not have been justified in incurring such costs for what would have been only a temporary solution of the problem, we are hoping that the abandonment of this temporary plan will mean that the Commission can substantially advance the date on which an underpass can be constructed.

At my request, Sheriff Schrunk has prepared a report of the accidents that have occurred at the Sylvan intersection since our hearing last Spring. This report shows the following investigated accidents:

Case #2666, May 23, 1953, 2:00 P.M.
Canyon Rd East of Scholls Ferry Rd.
Three car and truck accident, no injuries, no arrests.
Truck parked on hill rolled across highway and in making sudden stops to avoid truck, three car rear end accident occured.
Day time, wet, occasional showers.

Case #3937, July 23, 1953, 8:00 A.M.
Signal at Sylvan.
Car - Pickup truck w/ trailer accident, no injuries, no arrests.
Car stopped for signal and truck struck car in rear. Truck blamed inability to stop on heavily loaded trailer.
Day time, clear, dry.

REFERRED TO
Mr. Balcock

Here is a copy of Mr. Hart's letter which I promised you.

HBS

se #4425, Aug 15, 1953, 10:25 P.M.
r Road and Canyon Court.
Pedestrian accident, one fatal, no arrests.
de trian not in crosswalk, dark clothing, night time.
time, dry, cloudy.

se #4539, Aug 26, 1953, 4:45 P.M.
n Rd and 56th.
Pickup truck accident, minor injuries, no arrests.
to yield R/W. (Left turn in front of oncoming traffic).
ime, dry, clear.

Case #4816, Aug 29, 1953, 11:30 A.M.
Canyon Rd and Highland.
Three car accident, possibly injury, no arrests.
Possibly cutting in, very little information in report.
Day time, clear, dry.

We are sure that the Commission will recognize the significance of the fact that the above list includes one fatality.

The above list of "investigated accidents" by no means covers all of the accidents that have occurred at this intersection. Recently my own car was parked in front of the grocery store at this intersection, inside the concrete safety island with our children in the car, when a vehicle crashed across the safety island, and headed for our car, but was stopped by colliding with a telephone pole. The very next day we saw a badly damaged car standing in the parking area of the grocery store, and we understood that it had been damaged by an accident at the intersection. Neither of these accidents is included in the above list.

We strongly urge that the Commission include construction of the Sylvan underpass in its program at the earliest possible date.

Very truly yours,

Allan Hart
Allan hart

AH:vl
cc: Milo K. McIver
Charles H. Reynolds

Case #4425, Aug 15, 1953, 10:25 P.M.
Canyon Road and Canyon Court.
Car - Pedestrian accident, one fatal, no arrests.
Pedestrian not in crosswalk, dark clothing, night time.
Night time, dry, cloudy.

Case #4539, Aug 20, 1953, 4:45 P.M.
Canyon Rd and 50th.
Car - Pickup truck accident, minor injuries, no arrests.
Fail to yield R/W. (Left turn in front of oncoming traffic).
Day time, dry, clear.

Case #4816, Aug 29, 1953, 11:30 A.M.
Canyon Rd and Highland.
Three car accident, possibly injury, no arrests.
Possibly cutting in, very little information in report.
Day time, clear, dry.

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Very truly yours,

Allan Hart

Allan Hart

AH:vl
cc: Milo K. McIver
    Charles H. Reynolds

RECEIVED
JUN [illegible] 1953
FOR FILING

| |
|---|
| 26-1037 |
| |
| 4095 |

NOTED
State Highway Engineer

May 29, 1953

See [illegible] file
Sunset Hwy

Mr. Ben R. Chandler
State Highway Department
Coos Bay, Oregon

Dear Mr. Chandler:

We have been informed that the work on the Sylvan intersection has been held in abeyance until the funds are available to go ahead with the underpass. This is with the exception of a change in the pedestrian lane and the tie in of Humphrey Boulevard.

We are very happy that the Highway Commission realizes the needs of this rapidly developing area and we, too, feel that the underpass is the best solution. We do hope the funds will be made available within a short time because of the dangerous situation at the Sylvan intersection.

We appreciate the careful consideration given this matter by the State Highway Commission and we are very much aware of the problems and expense involved.

Thanking you for your cooperation in this matter, I remain,

Yours truly,

Mrs. Chester J. Irelan
Sylvan P. T. A.
5110 S. W. Hewitt Blvd.
Portland 1, Oregon

cc
Mr. R. H. Baldock
Mr. Chas. H. Reynolds
Mr. Milo McIver

RECEIVED
FOR FILING

## OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1953

SUBJECT:

To:

Mr. R. D. Porter
Right of Way Engineer
Office

NOTED
W. C. [illegible]

Dear Sir:

As the so-called temporary project at Sylvan has been postponed for a year by the Highway Commission, it will not be necessary to terminate the occupancy of the various buildings owned by the State in that area that are rented, or to complete at this time our plans for moving the West Slope water district facilities.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
G. S. Paxson

RECEIVED
MAY 1953
FOR FILING

26-1037

4095

P

May 27, 1953

4187

Mr. Paul Hirsh, Vice-President
Ritter, Lowe & Co.
122 S. W. Salmon Street
Portland, Oregon

Dear Mr. Hirsh:

I discussed with you over the phone last week the subject of your letters of April 24 and May 18, regarding the intersection of S. W. Canyon Road at Sylvan.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

A R RITTER [illegible]
E S LOWE [illegible]
PAUL HIRSH VICE PRES

RITTER, LOWE & CO.
BUSINESS PROPERTY INVESTMENTS
PHONE ATWATER 7567
122 S.W. SALMON STREET
PORTLAND, OREGON

May 18, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: Mr. R. H. Baldock

Under date of April 24, 1953 we wrote you a letter regarding the intersection of S. W. Canyon Road at Sylvan - - - copy attached.

Doubtless this letter went astray, however at your convenience we would appreciate a reply.

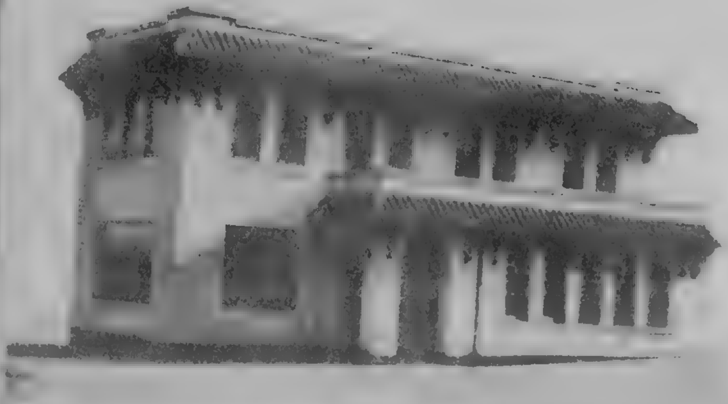
Truly yours,

RITTER, LOWE & CO.

By: Paul Hirsh
Paul Hirsh, Vice-President

PH:c
Enc.

[illegible] 1953



(Courtesy Parking [illegible] attracting business)

C O P Y

April 24, 1953

Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Attention: Mr. R. H. Baldock

We have a continuing interest in the final outcome of the intersection of S. W. Canyon Road at Sylvan and we are wondering if any final plans have been drawn for this project.

It has been our understanding for several years that the tremendous cost attendant to performing the job in a first-class manner has perhaps brought about some sort of a compromise program. Rumor during the recent months is to the effect that most of the work will be confined to the Scholls Ferry Road side of S. W. Canyon Road.

If there are any sketches available that have been finally approved, we would appreciate having a copy. If no final engineering plans are available, we would appreciate any comment you might care to make as to whether or not the work would be confined to the Scholls Ferry Road side of the highway.

Thanking you for past courtesies, we remain

Sincerely yours,

RITTER, LOWE & CO.

By:

Paul Hirsh, Vice-President

PH:c

Date: April 27, 1953 ASSIGNMENT

No. 4.85
By [illegible]

Description: ~~[illegible]~~ Letter of April 24 from Ritter, Lowe and Company of Portland asking about final outcome of intersection of S. W. Canyon Road at Sylvan and if final plans have been drawn

Acknowledged by ----- Referred to --- Cooper ✓ -------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ---------------------------------- signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 4-30-53 Report received --------

Remarks: Please send ~~me~~ me print of this plan when available.
4-30-53 attach 1 print

---

ENTS

, 1953

PLEASE RETURN TO
W. C. WILLIAMS

H. Baldock

We have a continuing interest in the [illegible]tcome of the intersection of S. W. Canyon Road at Sylvan and we are wondering if any final plans have been drawn for this project.

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Thanking you for past courtesies, we remain

NOTED
W. C. WILLIAMS

Sincerely yours,

RITTER, LOWE & CO.

By: Paul Hirsh
Paul Hirsh, Vice-President

REFERRED TO
Mr. Williams
State Highway Engineer

Please prepare an answer.

PH:c

RECEIVED
APR 27 1953

RITTER, LOWE & CO.
BUSINESS PROPERTY INVESTMENTS
PHONE ATWATER 7567
122 S. W. SALMON STREET
PORTLAND, OREGON

April 24, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

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We have a continuing interest in the final outcome of the intersection of S. W. Canyon Road at Sylvan and we are wondering if any final plans have been drawn for this project.

It has been our understanding for several years that the tremendous cost attendant to performing the job in a first-class manner has perhaps brought about some sort of a compromise program. Rumor during the recent months is to the effect that most of the work will be confined to the Scholls Ferry Road side of S. W. Canyon Road.

If there are any sketches available that have been finally approved, we would appreciate having a copy. If no final engineering plans are available, we would appreciate any comment you might care to make as to whether or not the work would be confined to the Scholls Ferry Road side of the highway.

Thanking you for past courtesies, we remain

Sincerely yours,

RITTER, LOWE & CO.

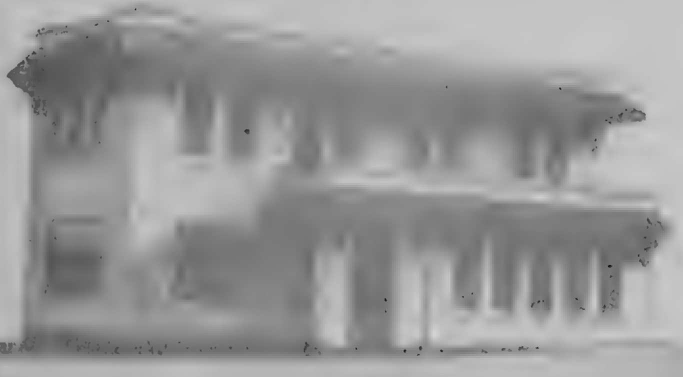
By: Paul Hirsh
Paul Hirsh, Vice-President

PH:c

NOTED
W. C. WILLIAMS

REFERRED TO
Mr. Williams
State Highway Engineer

Please prepare an answer.



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APR 27 1953

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JUN 17 1953
FOR FILING

FORM E-30 25M 9-51 52310

26-1037

4095

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1953

SUBJECT: Intersectional Revision Canyon Road (ORE26) at Sylvan

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

I am transmitting herewith 3 prints of the projected intersectional treatment at above indicated location pending ultimate development of grade separation.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:wm
Attachments - 3

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1953

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MAY 7 - 1953
FOR FILING

Maint
Traffic
Ec. Analysis

3h

May 5, 1953

Oregon State Highway Commission

Gentlemen:

At the last Commission meeting after the delegation from Sylvan had appeared before you, you authorized further study of a plan to eliminate existing hazards at Sylvan, after first having tentatively approved a $15,000 project, which plan made no provision for the Humphrey Boulevard intersection.

We made a further study and found that, to effect an improvement that will satisfactorily care for traffic until such time as the ultimate depressing of the highway is effected, the cost will be about $67,000. The major portion of this increased cost is the necessity of bringing Humphrey Boulevard into the one location at Sylvan where traffic will be permitted to cross the Sunset Highway. Another increase in cost is the construction of a pedestrian overhead, estimated to cost $12,000.

Of the total $67,000 estimated cost, approximately $41,000 of the expenditure will be utilized in the ultimate planning, so that the actual cost of the temporary work that will eventually be lost is $26,000. Even this will not be a total loss, as about $10,000 of the pavement widening that we are now doing will be of benefit in carrying traffic while the depressed highway is being constructed.

The ultimate cost of the depressing of the highway, with the overcrossing structure at Skyline Boulevard, is $900,000, but this cost will be reduced by the $37,000 represented by the change in Humphrey Boulevard. As it will probably be about 5 years before we are able to construct the ultimate improvement, the expenditure of the $26,000 additional funds at this time is well justified on interest on money that would be invested, since within less than a four-year period the present investment would be amortized.

This matter will be on the next agenda, and I recommend that we proceed with the $67,000 project as a state project. I am quite certain that we have sufficient money available to carry this project as a state project, and, if you approve, we will plan to call bids for the work in June.

Very truly yours,

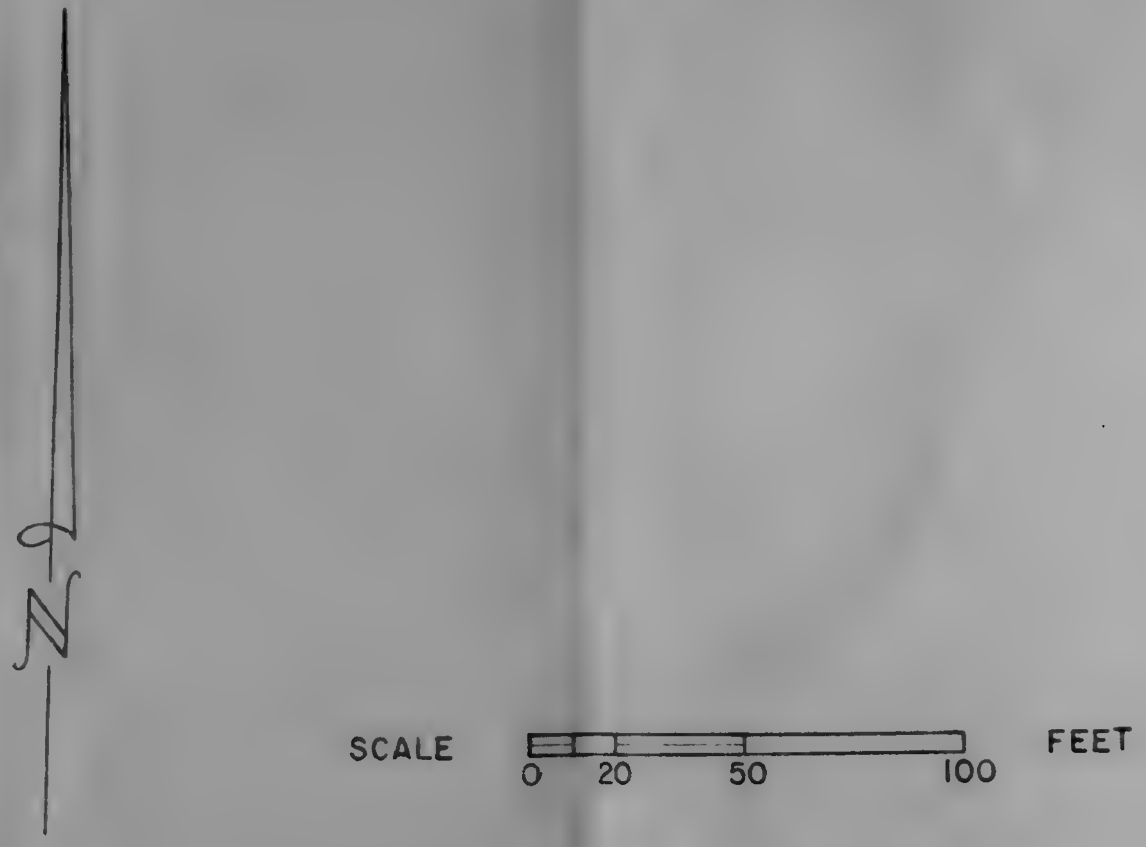
R. H. Baldock
State Highway Engineer

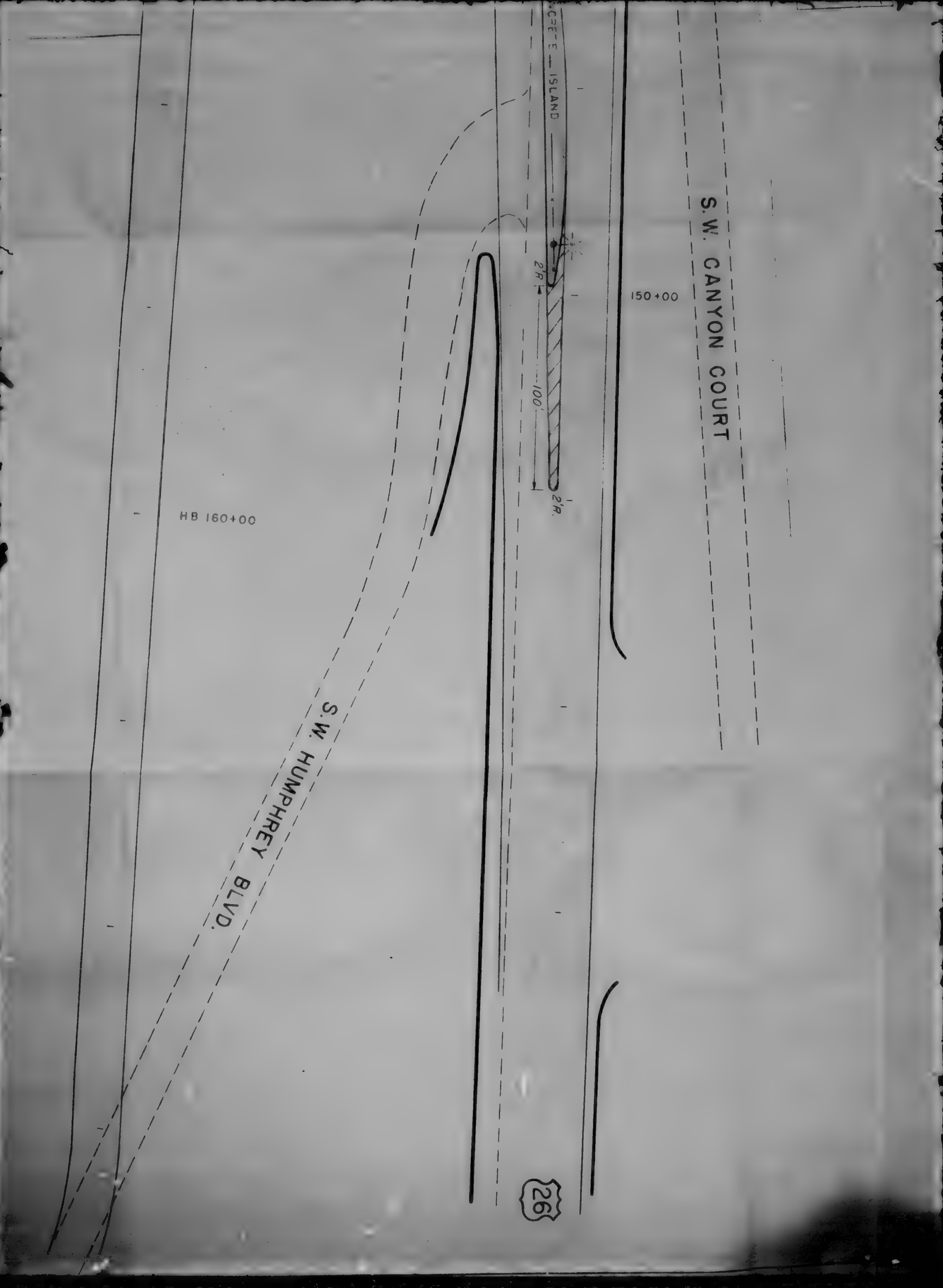
WCW:me lg
cc Mr. S. H. Probert
Mr. F. B. Crandall
Mr. C. H. Maison

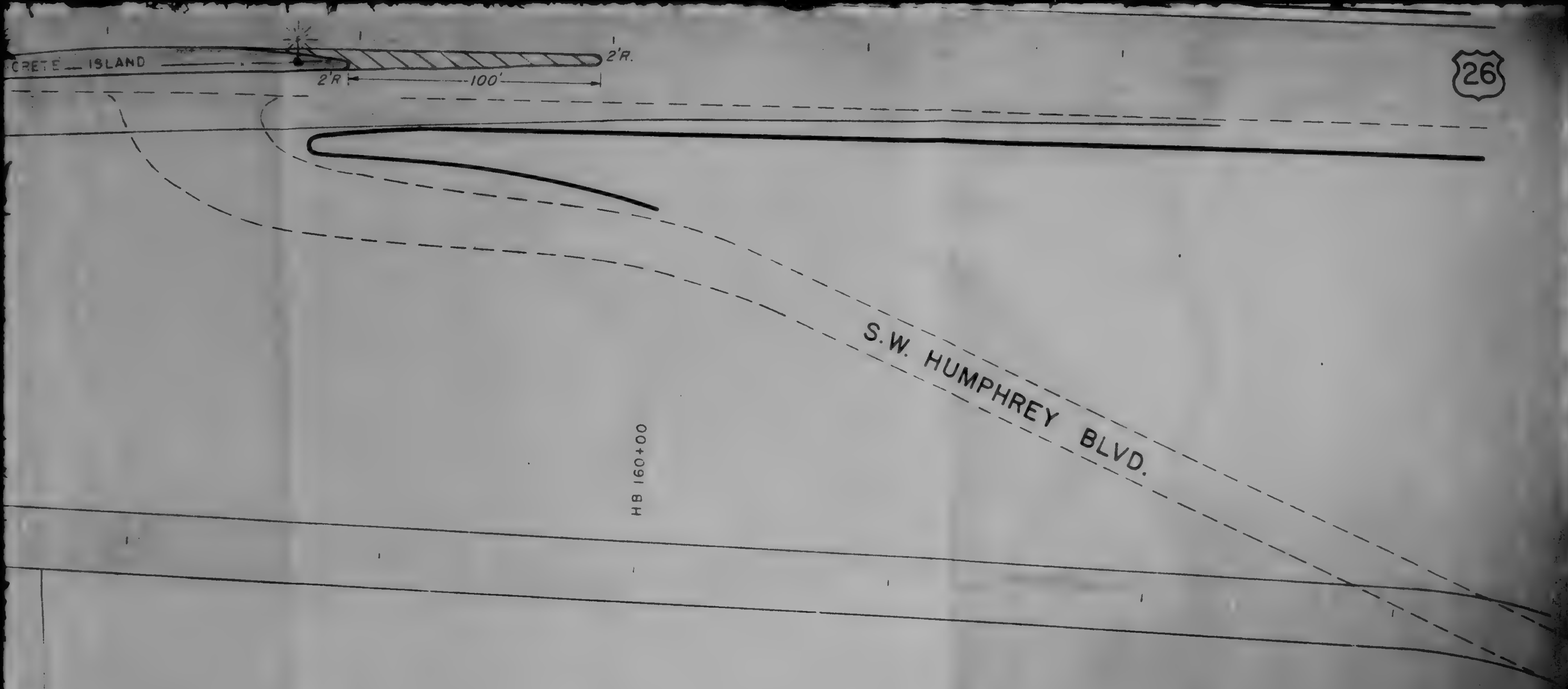
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED INTERSECTIONAL REVISIO
CANYON RD.—SKYLINE BLVD.
S.W. 58th. AVE.-S.W. HEWITT BL
SYLVAN

US26 — Hwy. No. 47 — M.P. 71.35
Scale: As shown May, 1953



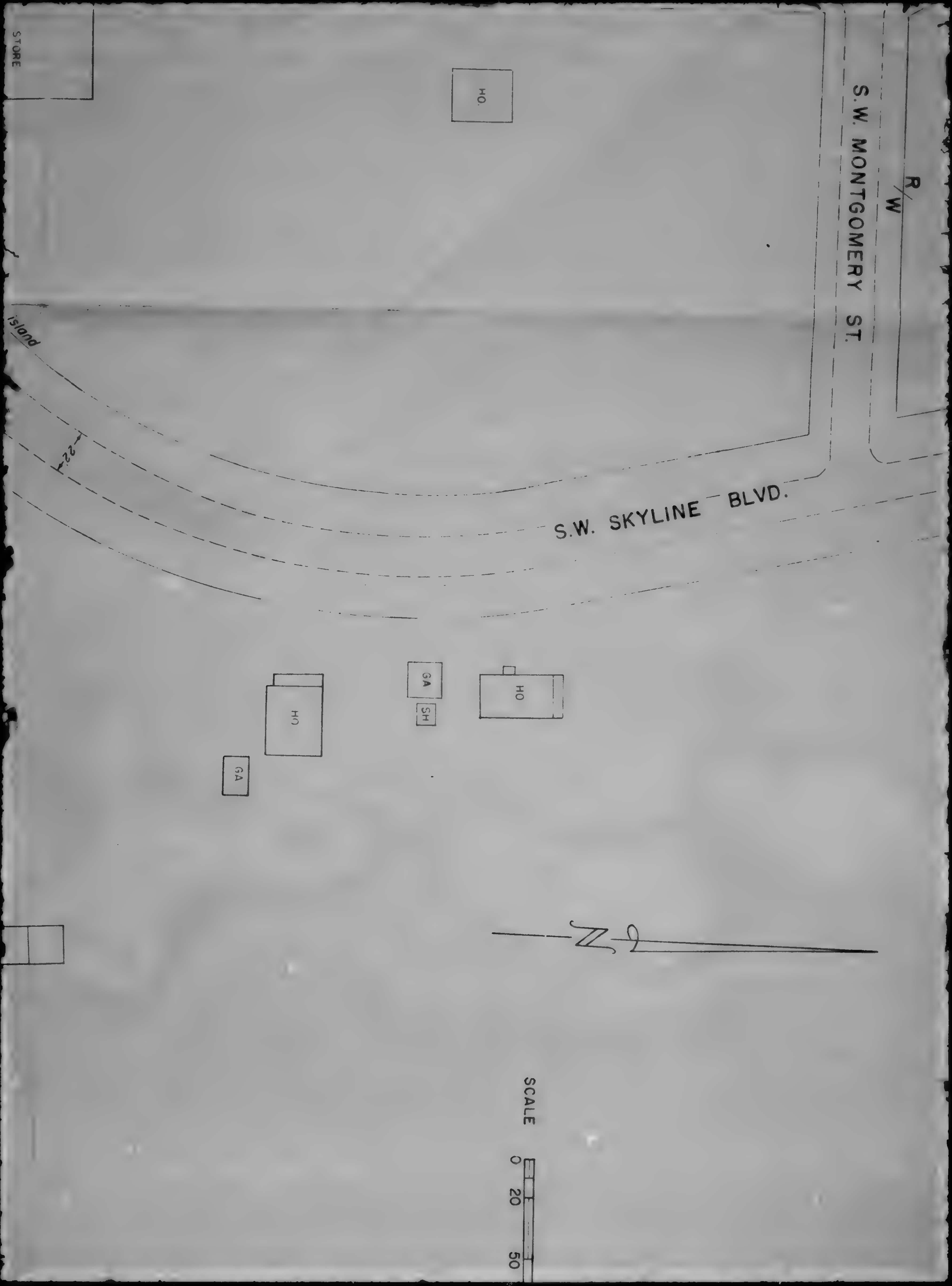

CRETE ISLAND
2'R.
100'
2'R.
150+00
S.W. CANYON COURT
HB 160+00
S.W. HUMPHREY BLVD.
26

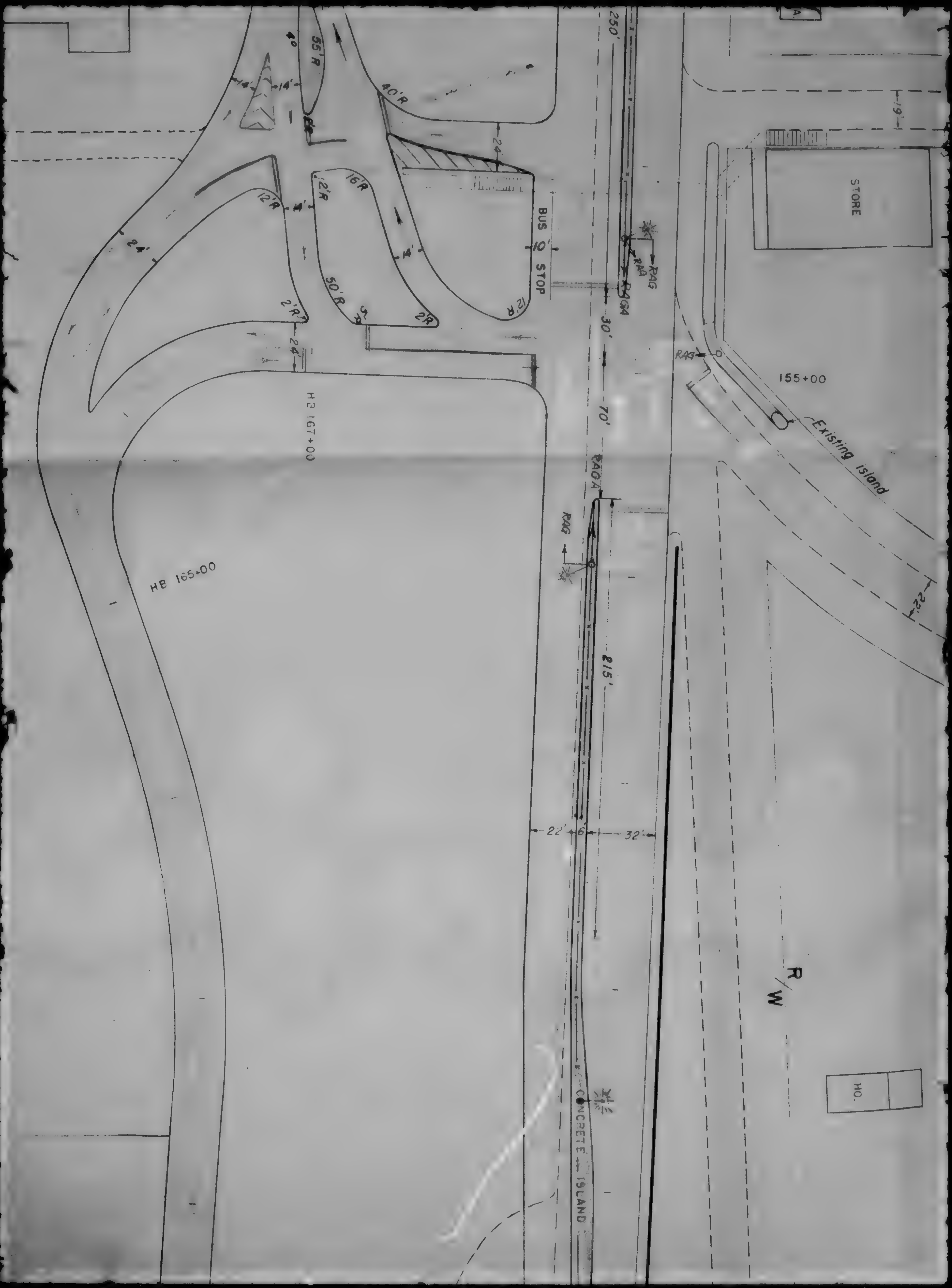

CRETE ISLAND
2'R.
2'R
100'
26
S.W. HUMPHREY BLVD.
HB 160+00

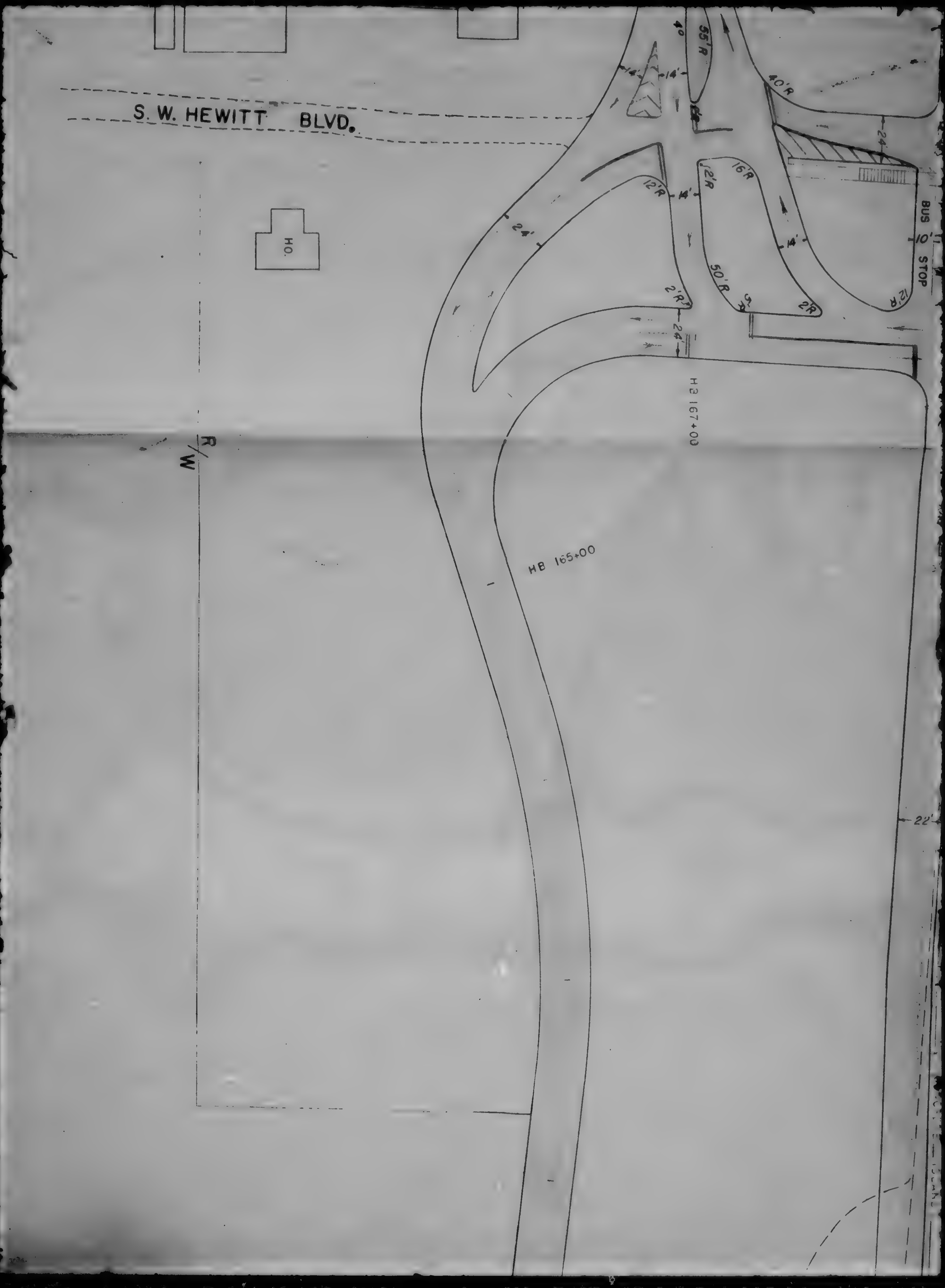
| | |
|---|---|
| Construction | $68,000 |
| Over Crossing | 12,000 |
| Traffic Signals | 4,000 |
| Illumination | 3,500 |
| Total | $87,500 |

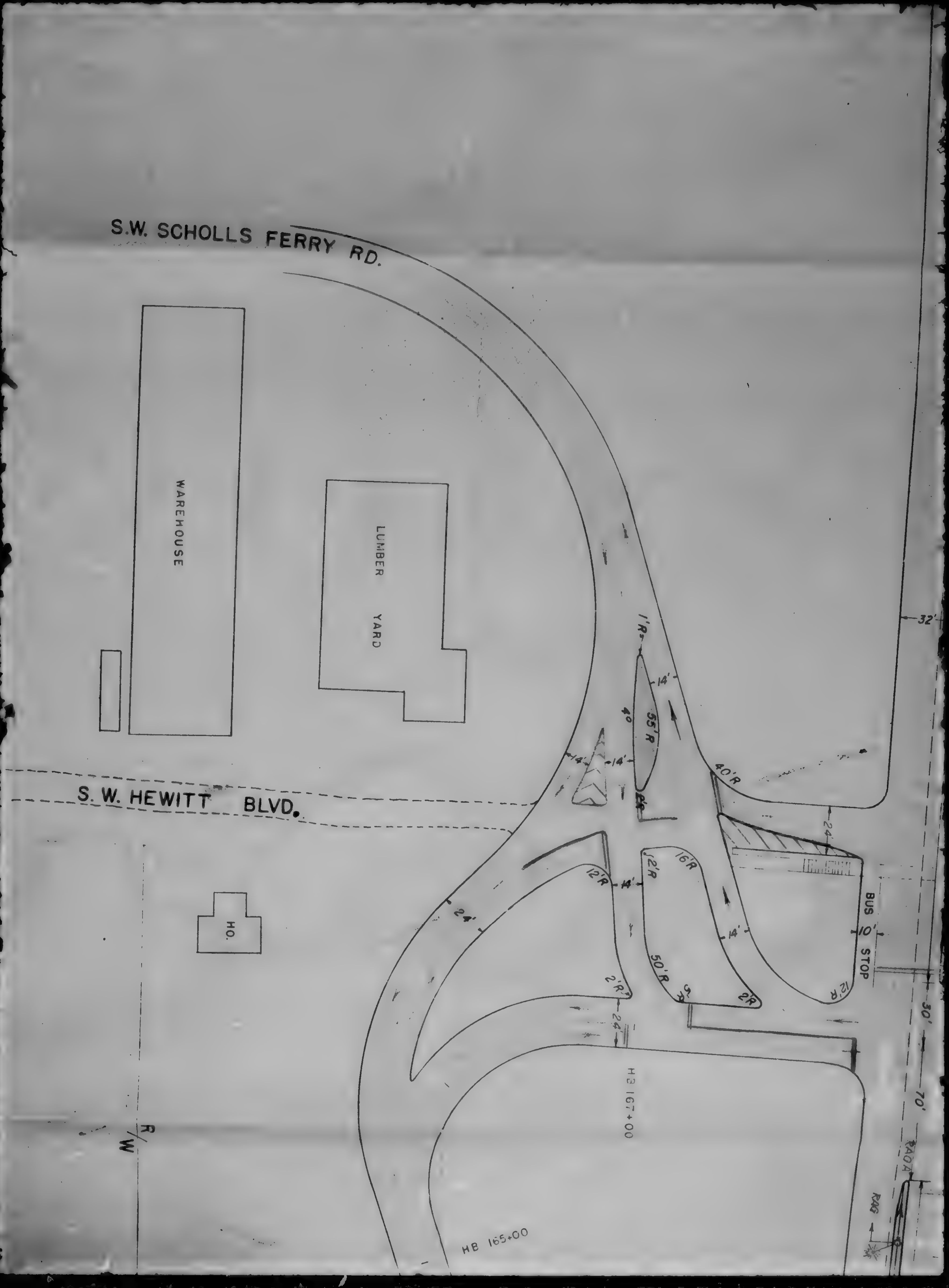
LEGEND

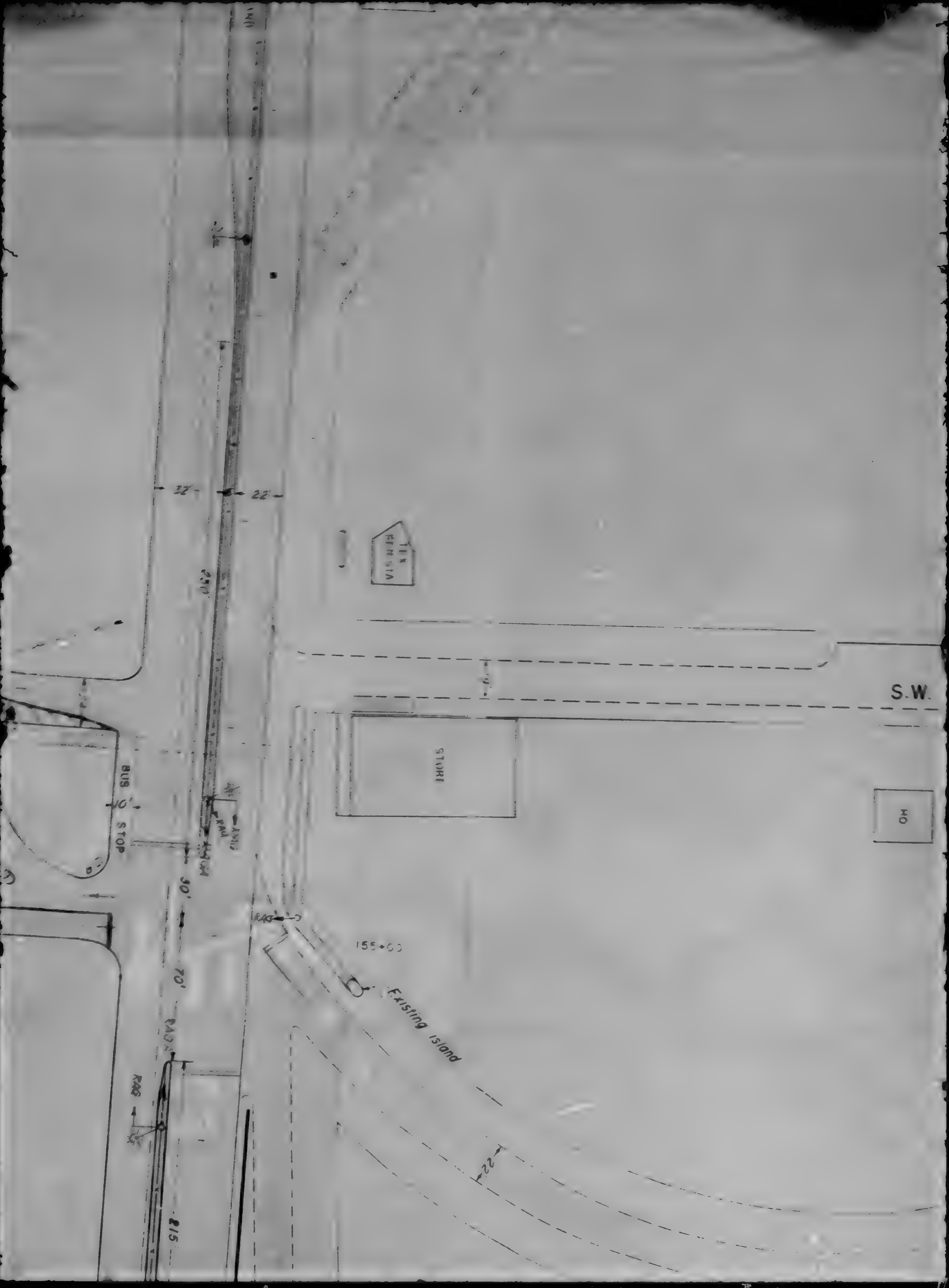
- ▭ Existing Pavement
- ▭ Proposed Pavement
- ▬ Proposed Curbed Island
- ▨ Proposed Raised Asphalt Markers
- o—☼ Proposed Luminaire Units
- R.A.G ← Proposed Traffic Signals

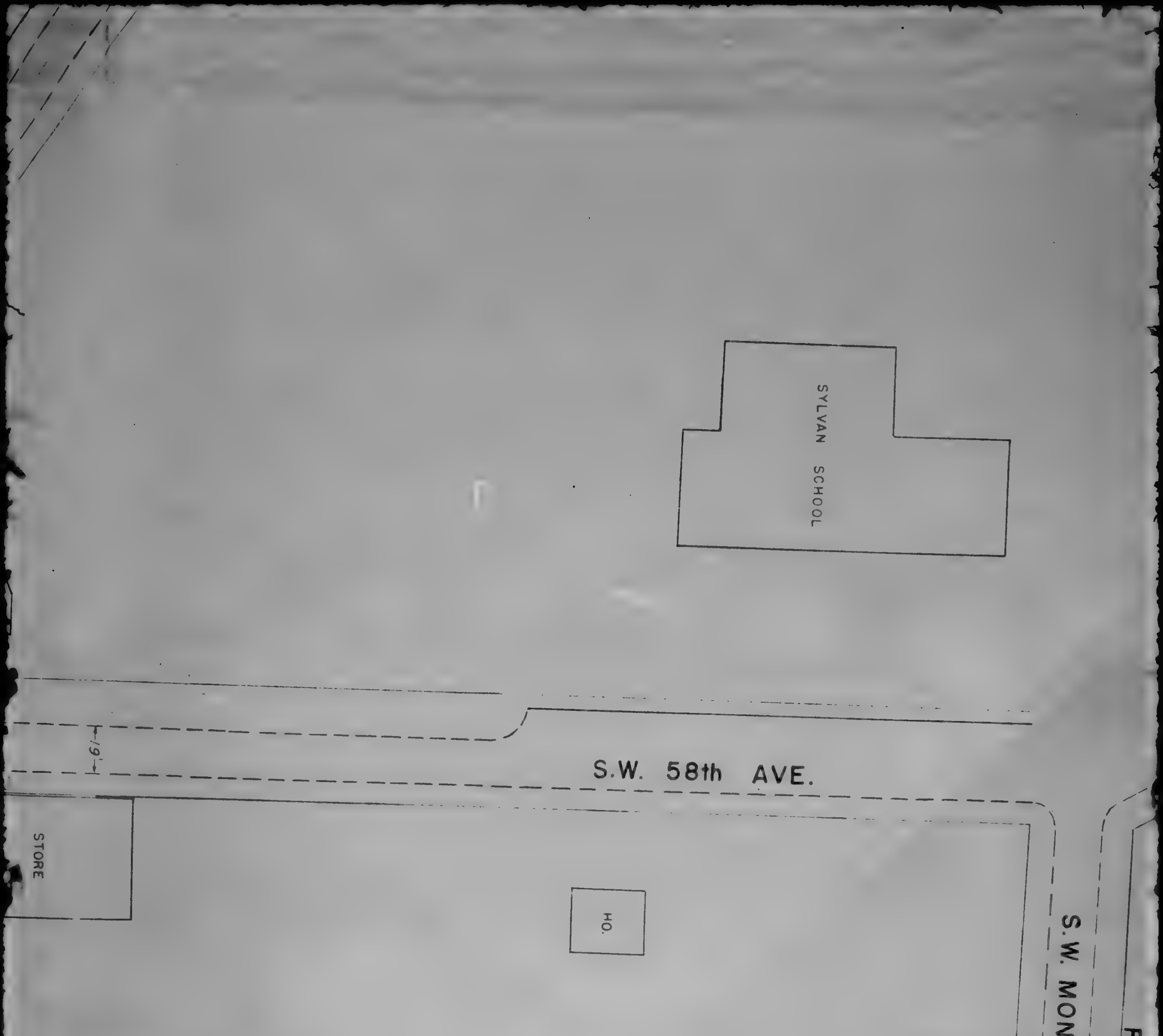

STORE
HO.
R/W
S.W. MONTGOMERY ST.
island
22'
S.W. SKYLINE BLVD.
GA
SH
HO
HO
GA
N
SCALE
0
20
50

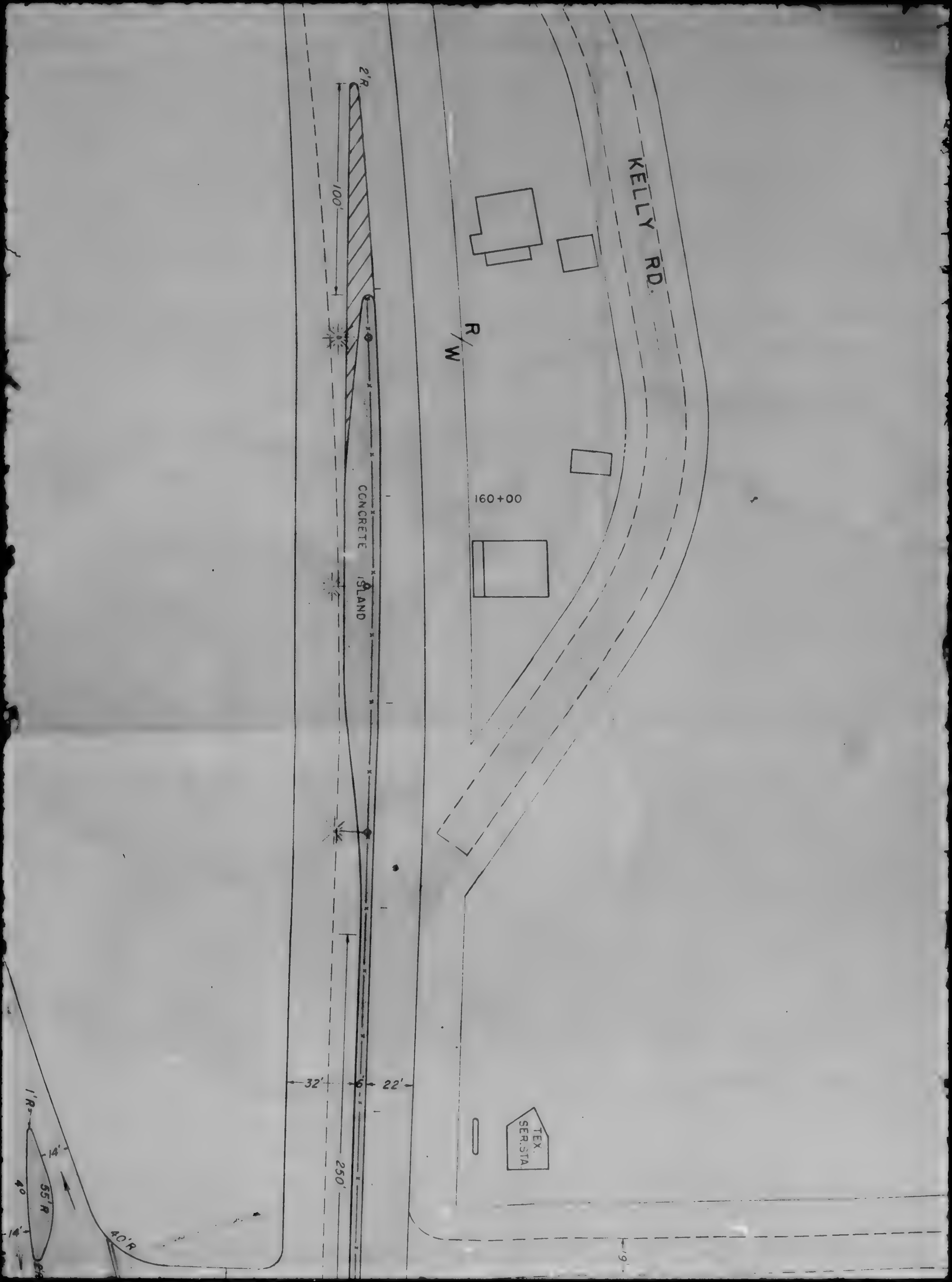

55'R
40'
14'
14'
40'R
6'R
24
16'R
12'R
12'R
14'
24'
BUS 10' STOP
14'
50'R
2'R
2'R
12'R
24
HB 167+00
HB 165+00
250'
RAG
RAGA
RAG
30'
70'
RAGA
RAG
215'
22'
6
32'
CONCRETE ISLAND
19'
STORE
RAG
155+00
Existing island
22'
R/W
HO.

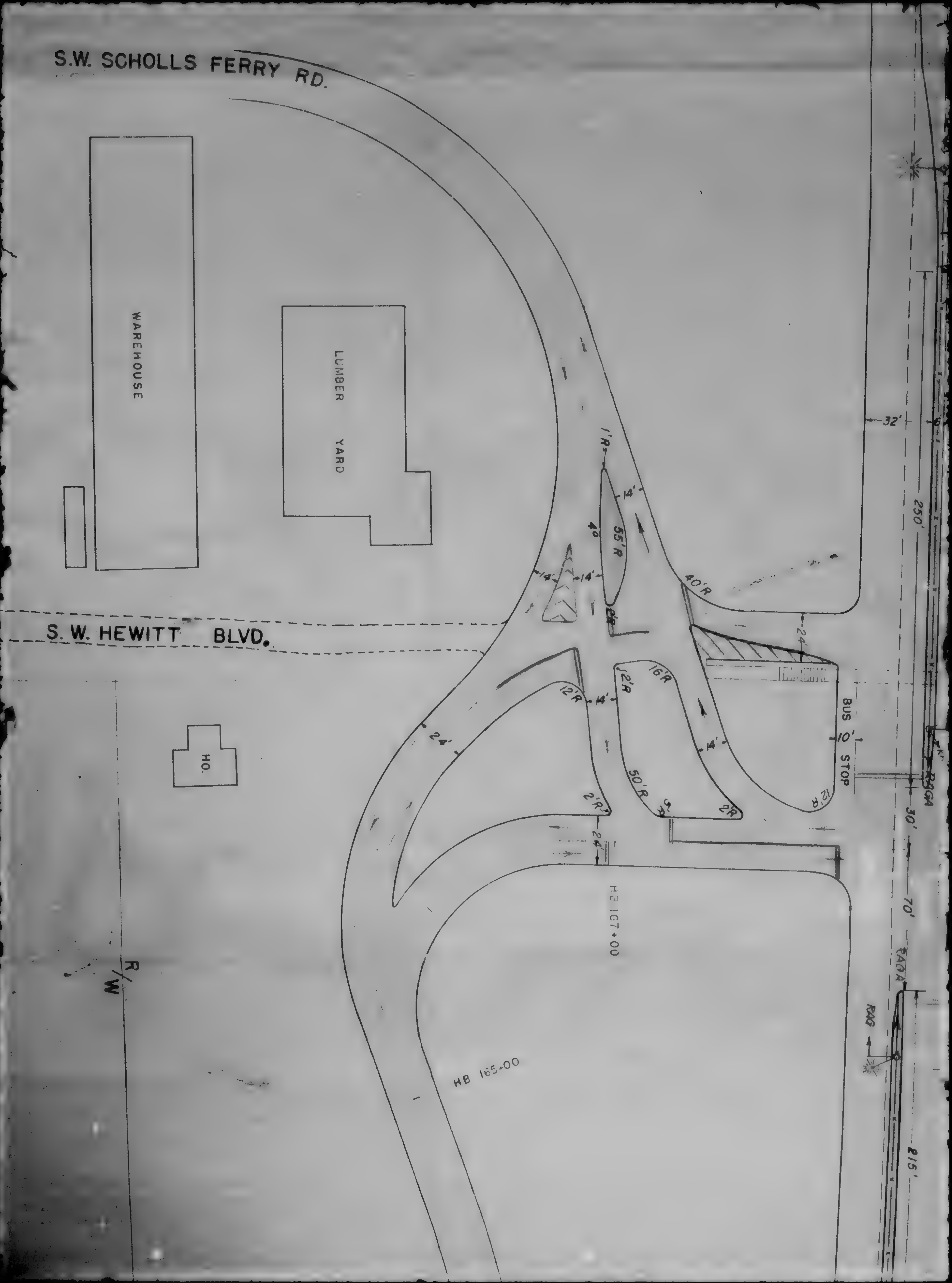

S. W. HEWITT BLVD.
HO.
R/W
40'
55'R
14'
14'
40'R
24'
12'R
14'
12'R
16'R
24'
14'
50'R
2'R
2R
12'R
BUS
10'
STOP
24'
HB 167+00
HB 165+00
22'


S.W. SCHOLLS FERRY RD.
WAREHOUSE
LUMBER YARD
S.W. HEWITT BLVD.
HO.
R/W
1'R
14'
40'
55'R
14'
14'
40'R
32'
24'
12'R
14'
2'R
16'R
24'
BUS STOP
10'
14'
50'R
5'R
2'R
12'R
2'R
24'
30'
70'
HB 167+00
HB 165+00

32'
22'
230'
S.W.
STORE
HO
BUS
10'
STOP
30'
70'
RAG
815
155+00
Existing island
22'


SYLVAN SCHOOL
S.W. 58th AVE.
19'
STORE
HO.
S.W. MONTGOMERY ST.
R/W
g island
22'
S.W. SKYLINE BLVD.


2'R
100'
CONCRETE ISLAND
KELLY RD.
R/W
160+00
32'
6'
22'
250'
1'R
14'
55'R
40'
14'
40'R
TEX. SER. STA.
9'


S.W. SCHOLLS FERRY RD.
WAREHOUSE
LUMBER YARD
S.W. HEWITT BLVD.
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50'R
2'R
2'R
12'R
24'
BUS 10' STOP
32'
250'
RAGA
30'
70'
RAGA
RAG
215'
HB 167+00
HB 165+00

RECEIVED
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[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

Referring to the letter from the Oregon Journal dated April 10th, 1953, in which they request considerable information re future road projects, under Paragraph 4 they request "description and drawing of your long range plan for widening S. W. Canyon Road to six lanes and building a tunnel at Sylven, together with a statement where the project stands at present."

You have already been furnished plans for our temporary and final solution of the problem at Sylvan. If you need anything further in this connection, please let me know.

Referring to the widening of Canyon Road, it is our intention to merely widen the existing facility to accommodate three 12-foot lanes in each direction with a 4-foot median strip. The right of way for this project is estimated to cost $270,000, of which $238,000 has already been acquired. I refer to the section from the Vista Avenue bridge to Sylvan. At present we do not have any final plans for widening easterly from Vista Avenue.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

RECEIVED
MAY 1953

26-1037

4/27

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 28th, 1953

SUBJECT: Proposed Interchange Revision at Sylvan on Sunset Highway

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. H. C. Broadwell of this office is delivering to you today certain data on the proposed interchange revision at Sylvan on the Sunset Highway. This is based on the plan submitted to Mr. Baldock by F. B. Crandall, which was submitted to the Highway Commission at their last meeting. This data consists of the following.

One white print of this section, showing the general construction plan for this modification; profile of Humphrey Boulevard and Canyon Road showing the relationship between these two and a typical section for the connecting road; a pad of computation sheets, and an estimate for the proposed work.

You will note that this estimate is in the amount of $68,000.00, including 12½% for engineering and contingencies; also that this estimate does not include traffic signals and lighting, and it also does not include the tentative pedestrian overhead crossing. A tentative location for a pedestrian overhead crossing is shown in pencil. This plan would cover the permanent connection from Heumphrey Boulevard to a connection with a future grade separation at Sylvan. Everything else in this plan would be temporary, and would be taken out when the permanent plan is constructed at this location. Of this $68,000.00 approximately $37,000.00 would fit into the permanent plan.

We have worked up a rough estimate for the cost of the permanent improvement at Sylvan, and this comes to approximately $350,000.00, exclusive of the overcrossing and of the retaining walls for the main roadbed. It is thought that the structural costs mentioned above would be in the neighborhood of another $150,000.00. However, a more detailed estimate will be obtained from the Bridge Department.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
F. B. Crandall
G. S. Paxson
H. C. Broadwell

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Part of Sylvan Deleg at Hwy Com meeting 4-9-53

Maint
Traffic
Ec. Survey

Sylvan

| | |
|---|---|
| Mr. Allan Hart | 5405 S. W. Hewett Blvd. |
| Mr. Ralph Nelson | Principal of Sylvan School |
| Mrs. Chester J. Irelan | 5110 S. W. Hewett Blvd. (President of Sylvan P.T.A.) |
| Mr. Terry D. Schrunk | Sheriff of Multnomah County |
| Mr. Chas. R. Harding | 5001 S. W. Humphrey Blvd. |
| Mr. F. Warren Munro | 5505 S. W. Hewett Blvd. |
| Mr. Rudie Wilhelm, Jr. | 5535 S. W. Hewett Blvd. |
| Mr. Jack Meier | 2141 S. W. Scholls Ferry Road |
| Mr. Frank H. Belgrano | 2720 S. W. Scholls Ferry Road |
| Mr. Q. B. Griffin | Cedar Hills Co. |
| Mr. Harry Mittlemann | 710 S. W. Madison |

Part of Sylvan Delg 4-9-53
Hwy Com meeting

| | | |
|---|---|---|
| ✓ | Mr. Allan Hart | 5405 S. W. Hewett Blvd. |
| ✓ | Mr. Ralph Nelson | Principal of Sylvan School |
| ✓ | Mrs. Chester J. Irelan | 5110 S. W. Hewett Blvd. (President of Sylvan P.T.A.) |
| ✓ | Mr. Terry D. Schrunk | Sheriff of Multnomah County |
| ✓ | Mr. Chas. R. Harding | 5001 S. W. Humphrey Blvd. |
| ✓ | Mr. F. Warren Munro | 5505 S. W. Hewett Blvd. |
| | Mr. Rudie Wilhelm, Jr. | 5535 S. W. Hewett Blvd. |
| | Mr. Jack Meier | 2141 S. W. Scholls Ferry Road |
| | Mr. Frank N. Belgrano | 2720 S. W. Scholls Ferry Road |
| | Mr. Q. B. Griffin | Cedar Hills Co. |
| | Mr. Harry Mittleman | 710 S. W. Madison |

orig in agenda file 4-8

# STATE HIGHWAY COMMISSION MEETING

Delegation [illegible]

Date [illegible]

Time [illegible]

| Name | City or Town | Capacity |
|---|---|---|
| [illegible] | [illegible] | [illegible] |
| A. R Kirkham | | [illegible] |
| [illegible] | | |
| [illegible] | | |
| [illegible] | | |
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## STATE HIGHWAY COMMISSION MEETING

Delegation [illegible]

Date Ap[illegible]

Time [illegible]

| Name | City or Town | Capacity |
|---|---|---|
| ✓ JACK MEIER | SYLVAN | Committee member |
| Mrs. [illegible] | | [illegible] |
| [illegible] | | [illegible] |
| ✓ Walter [illegible] | | " |
| ✓ [illegible] | | |
| [illegible] | | [illegible] |
| ✓ [illegible] | | |
| ✓ [illegible] | " | |
| ✓ [illegible] | " | |
| ✓ [illegible] | " | |
| ✓ H [illegible] | | [illegible] |
| Mrs. [illegible] | | [illegible] |
| ✓ [illegible] | | |
| ✓ [illegible] | | |
| Mrs. [illegible] | | |
| ✓ [illegible] | | |
| ✓ [illegible] | " | [illegible] Inc. (Title [illegible]) |
| [illegible] | | |

✓ [illegible]

## STATE HIGHWAY COMMISSION MEETING

[illegible]

Delegation Sylvan [illegible]

Date 4-[illegible]

Time 11 [illegible]

| Name | City or Town | Capacity |
|---|---|---|
| Frank [illegible] | Sylvan | [illegible] |
| [illegible] | | |
| ~~[illegible]~~ | | |
| Warren [illegible] | | |
| Wm. [illegible] | | |
| Richard [illegible] | | |
| [illegible] | | |
| [illegible] | | |
| D. W. Wilmer [illegible] | | |
| L. J. Evans | | |
| Wm Gruler | | |
| Edward [illegible] | | |
| Mrs E. [illegible] | | |
| | | |
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2.

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Maint
Traffic
Ec-Survey
4-28

April 6, 1953

Additional-Accidents on Skyline & Sylvan

1953

| File | Date | Time | Type of Accid. | Injuries | Apprx Cause |
|---|---|---|---|---|---|
| 999 | 2-26-53 | 9:22 PM | AUTO AUTO | 1 inj. | (1 dk on hwy)<br>Sideswipe |
| 1313 | 3-15-53 | 6:21 PM | AUTO AUTO | -- | Failure to yield r/way |

Uniform Records
GED

---

office.

LT- left turn
RE- rear-end collision
*- undetermined

Uniform Records
Compiled by G.E.Durham

FORM S-18

CRIMINAL FILE COPY

Criminal Department

# SHERIFF'S OFFICE

TERRY D. SCHRUNK, Sheriff
Multnomah County
SPECIAL REPORT

U. D. File No.

C. R. File No.

Date 4-8-53

OFFICER:

SUBJECT:

Recapitulation of Accidents occurring at

SKYLINE & SYLVAN
1951--1952

| FILE | DATE | TIME | TYPE OF ACCID. | | INJURIES | |
|---|---|---|---|---|---|---|
| 32852 | 2-3-51 | 7:28 PM | AUTO-AUTO | | - | |
| 33022 | 2-10-51 | 12:12 PM | AUTO-AUTO | LT | 8 | |
| 33114 | 2-15-51 | 8:08 AM | AUTO-AUTO | LT | - | |
| 34079 | 4-6-51 | 12:15 AM | AUTO-AUTO | LT | 3 | (1 Dk on Hwy) |
| 34257 | 4-13-51 | 9:32 AM | AUTO-TRUCK | RE | - | |
| 35341 | 6-5-51 | 4 PM | AUTO-TRUCK | RE | - | |
| 35607 | 6-17-51 | 8:15 PM | AUTO-AUTO | Sideswipe | - | |
| 37263 | 8-26-51 | 1:59 PM | AUTO-AUTO | LT | 5 | |
| 38356 | 10-14-51 | 4:57 PM | AUTO-AUTO | RE | - | |
| 39515 | 12-14-51 | 1:45 PM | THREE CARS | RE | 1 | |
| 39632 | 12-19-51 | 5:18 PM | FOUR CARS | RE | | |
| 37832 | 9-19-51 | 8:40 AM | MOTORCYCLE | (Loose Gravel) | 1 | |
| 40453 | 1-29-52 | 8:43 PM | AUTO-AUTO | RE | - | |
| 42525 | 5-8-52 | 2:57 PM | THREE CARS | RE | | |
| 44130 | 7-6-52 | 11:50 AM | AUTO-AUTO | RE | 1 | |
| 43855 | 7-5-52 | 11:27 PM | AUTO-PEDESTRIAN | * | | |
| 45544 | 9-14-52 | 6:14 PM | AUTO-AUTO | RE | - | |
| 46104 | 10-13-52 | 3:40 PM | AUTO-AUTO | * | - | |
| 46415 | 10-30-52 | 5:09 PM | THREE CARS | LT | | |
| 46705 | 11-12-52 | 8:34 PM | AUTO-AUTO | RE | | (1 Dk on Hwy |
| 46954 | 11-26-52 | 8:45 PM | AUTO-AUTO | LT | | |
| 47390 | 12-20-52 | 3:25 PM | AUTO-AUTO | * | - | |
| 47596 | 12-29-52 | 9:35 PM | AUTO-AUTO | RE | 1 | |

Listed above are accidents which have been investigated by our office. There are no doubt others that have been minor accidents where we have not been called, but the reports sent directly to the Secretary of State's office.

LT- left turn
RE- rear-end collision
*- undetermined

Uniform Records
Compiled by G.E.Durham

FORM S-18

CRIMINAL INVESTIGATOR'S COPY

Criminal Department
# SHERIFF'S OFFICE
TERRY D. SCHRUNK, Sheriff
Multnomah County
SPECIAL REPORT

U. D. File No.
C. R. File No.
Date 1-8-53

OFFICER:

SUBJECT:

## Recapitulation of Accidents occurring at
## SKYLINE & SYLVAN
## 1951--1952

| FILE | DATE | TIME | TYPE OF ACCID. | | INJURIES | |
|---|---|---|---|---|---|---|
| 32852 | 2-3-51 | 7:28 PM | AUTO-AUTO | | | |
| 33022 | 2-10-51 | 12:12 PM | AUTO-AUTO | LT | - | |
| 33114 | 2-15-51 | 8:08 AM | AUTO-AUTO | LT | 8 | |
| 34079 | [illegible]-6-51 | 12:15 AM | AUTO-AUTO | LT | - | |
| 34257 | [illegible]-13-51 | 9:32 AM | AUTO-TRUCK | RE | 3 | (1 Dk on Hwy) |
| 35341 | 6-5-51 | 4 PM | AUTO-TRUCK | RE | - | |
| 35607 | 6-17-51 | 8:15 PM | AUTO-AUTO | Sideswipe | - | |
| 37263 | 8-26-51 | 1:59 PM | AUTO-AUTO | LT | - | |
| 38356 | 10-14-51 | 4:57 PM | AUTO-AUTO | RE | 5 | |
| 39515 | 12-14-51 | 1:45 PM | THREE CARS | RE | - | |
| 39632 | 12-19-51 | 5:18 PM | FOUR CARS | RE | 1 | |
| 37832 | 9-19-51 | 8:40 AM | MOTORCYCLE | (Loose Gravel) | 1 | |
| 40453 | 1-29-52 | 8:43 PM | AUTO-AUTO | RE | - | |
| 42525 | 5-8-52 | 2:57 PM | THREE CARS | RE | | |
| 44130 | 7-6-52 | 11:50 AM | AUTO-AUTO | RE | 1 | |
| 43855 | 7-5-52 | 11:27 PM | AUTO-PEDESTRIAN | * | | |
| 45544 | 9-14-52 | 6:14 PM | AUTO-AUTO | RE | - | |
| 46104 | 10-13-52 | 3:40 PM | AUTO-AUTO | * | - | |
| 46415 | 10-30-52 | 5:09 PM | THREE CARS | LT | | |
| 46705 | 11-12-52 | 8:34 PM | AUTO-AUTO | RE | | |
| 46954 | 11-26-52 | 8:45 PM | AUTO-AUTO | LT | | (1 Dk on Hwy |
| 47390 | 12-20-52 | 3:25 PM | AUTO-AUTO | * | - | |
| 47596 | 12-29-52 | 9:35 PM | AUTO-AUTO | RE | 1 | |

Listed above are accidents which have been investigated by our office. There are no doubt others that have been minor accidents where we have not been called, but the reports sent directly to the Secretary of State's office.

LT- left turn
RE- rear-end collision
*- undetermined

Uniform Records
Compiled by G.E.Durham

RECEIVED
1953
FOR FILING

April 3, 1953

Oregon State Highway Commission

Gentlemen:

With his letter under date of March 16 the Secretary forwarded to you a petition signed by a great number of residents of the Sylvan vicinity, having reference to the intersection of Canyon Road at Sylvan with the Skyline Boulevard on the northerly side and Scholls Ferry Road and S. W. Hewett Boulevard on the southerly side.

You will note in their petition that this statement is made:

> "Several years ago we were told that a cloverleaf was to be constructed at Sylvan. Before his death, Mr. T. H. Banfield told members of the community that the cloverleaf should be in operation in two years. Nothing has been done."

Later, in the following paragraph, this further wording appears:

> ".....It was apparent that the cloverleaf plan which the community has been expecting for some years has been shelved. We were shocked to learn that this was the case."

Commenting on the above, you will recall that the Highway Commission authorized the purchase of right of way all the way from the Vista Avenue Bridge westerly to the Multnomah County line, so that eventually Canyon Road could be widened to six lanes of traffic and an interchange constructed at Sylvan. You did not set up any schedule for the construction but merely authorized the acquisition of the right of way so that commercial development would not be undertaken that would materially increase the cost of the right of way. I feel quite certain that Mr. Banfield at no time told the members of the community that the cloverleaf would be in operation in two years. Facts of the matter are that there is no money available for this million-dollar improvement at this time, but traffic conditions are such at the intersection that some means should be taken to eliminate the existing hazard and congestion. We have made a careful survey and investigation and have evolved a plan by which the present multilegged intersection can be made a simple four-way intersection. Provision is made for left-turn refuges, with traffic lights to provide for through highway traffic movement, left-turn movement, and cross-street movement, without interference of the one with the other. The cost of this plan, which involves pavement widening, channelization, and signal installation, is estimated to be $15,000, and we believe that if this plan is put into effect it will defer the necessity of constructing the interchange for some time to come.

This matter will be on the next agenda, and, owing to the present hazard and congestion, we recommend that you approve the project as a minor betterment project, to be financed from unallocated highway funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. W. Stiffler
Mr. C. H. Maison
Mr. F. B. Crandall

Agenda-
4-mm
4-8/9-53

FORM E-30 25M 9-51 92318

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1953

SUBJECT: Investigation of Traffic Conditions
Sunset Highway (Canyon Road)
Sylvan, US26, Hwy. No. 47, M.P. 71.35

To: W. C. Williams
Assistant State Highway Engineer

On March 5, I forwarded to you a carbon copy of my letter of that date to Mr. Val Johnson of this office on the above subject. I advised you then that a Mr. Ralph Nelson, Principal of the Sylvan Grade School, Mrs. C. J. Irelan, President of the P.T.A. 5110 S.W. Hewitt Blvd., and Mr. Walter Morgan, Member of the P.T.A., contacted representatives of this office and discussed with them problems at the above location. I also understand that you have subsequently received in your office a petition from residents of the area requesting that action be taken.

Studies of conditions at this intersection show that at the present time 87% of all traffic in the intersection is on US26 and 13% enters from the side roads. At the present time there is a fixed-time two-phase traffic control in operation. Preliminary review of traffic volume, accident data, etc., show that our basic problem lies in a "multi-legged" intersection being operated with a two-phase traffic signal. Any change in the present type of signal, say to a semi-actuated three-phase signal control would offer a measure of relief to traffic on the highway but would not appreciably improve conditions on the side roads. Change in signal control would cost approximately $4,000 and we would not have solved our basic problem in this location.

I am submitting herewith a plan of treatment which changes the intersection from a five-way multi-legged type intersection to a simple four-way intersection. This plan of treatment is estimated to cost $15,000 exclusive of the cost of either wrecking or moving the two buildings located in the southeast quadrant of the intersection.

For the record, Mr. A. G. Skelton has developed a plan of ultimate grade separation at this location. We have not obtained a copy of this as it is not readily available in the Salem office. We have, though, in the attached plan which reduces the intersection to a four-way at the present Skyline Blvd. location made use of property recently acquired in the southeast quadrant of the intersection. It is understood from checking with the Right of Way Department (File No. 15139-15140) that this property will be available upon 30 to 60 days notice after April 15, which would give the present tenants ample time to vacate the premises.

I would recommend to you this treatment, calling for re-alignment of the intersection as being very desirable from a traffic standpoint, and further, we could effect optimum signal operation such as would be afforded by a three-phase semi-actuated signal - phase one to highway non-actuated, phase two actuated by the left turn, and phase three actuated by the side street.

Were this plan implemented, this intersection should function properly for many many years to come and would possibly preclude the necessity of constructing a grade separation. The plan of intersectional revision wherein it is reduced to a simple four-way could be adapted to the relocation of SW Humphreys Street at a future time so as to bring it into this four-way intersection and close its present access to Canyon Road.

Re-alignment of the intersection would mean closure of SW 58th Avenue to cross-traffic. The cross traffic is relatively minor and can be accomplished without material inconvenience by using the re-aligned intersection and crossing between SW Skyline Blvd. and SW 58th Avenue on SW Montgomery. (See attached orientation map).

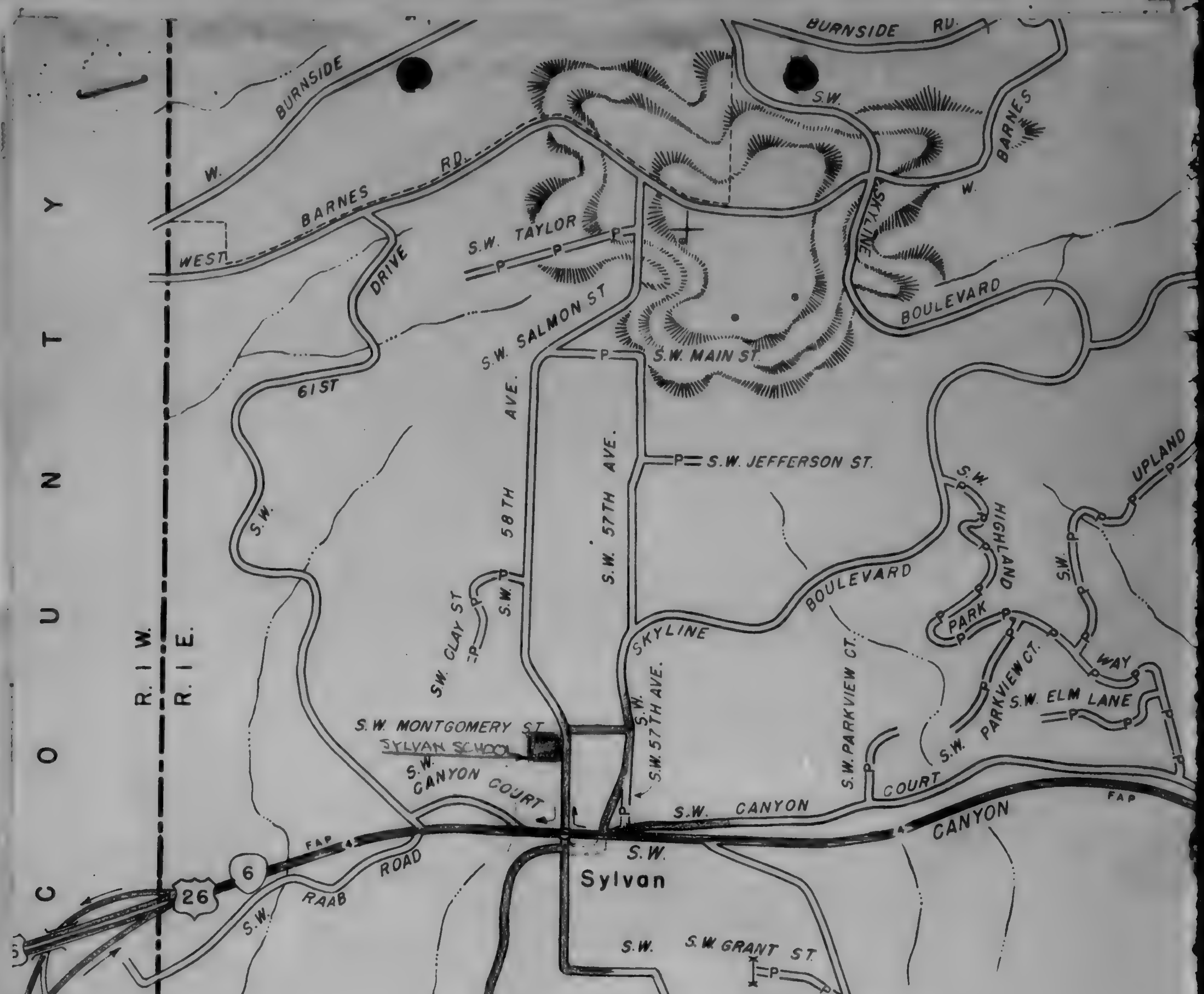
It is thus recommended that this matter be referred to the State Highway Commission for authorization for the expenditure of $15,000 (plus additional funds for wrecking or moving existing buildings) for the redesign of this intersection at grade and a change from fixed-time to semi-actuated three-phase traffic signal control.

I call your attention to the fact that representatives of this office are to meet with the Sylvan P.T.A. on Tuesday, April 14 and present to them the thinking of the State Highway Commission with respect remedial measures at this location. I call your attention to a speed check taken in this area. This intersection lies in a 35 MPH speed zone at at the present time, 80% of the vehicles travel at or under a speed of 45 MPH and 71% of all vehicles observed exceeded the indicated speed. Thus, there is considerable room for enforcement and the matter should be discussed with the Multnomah County Sheriff prior to our representatives meeting with the school people in an endeavor to determine how much enforcement they will be able to give this location. We will make such contact after your review. Engineering can do only so much and the balance lies with the enforcement officials.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:hlh

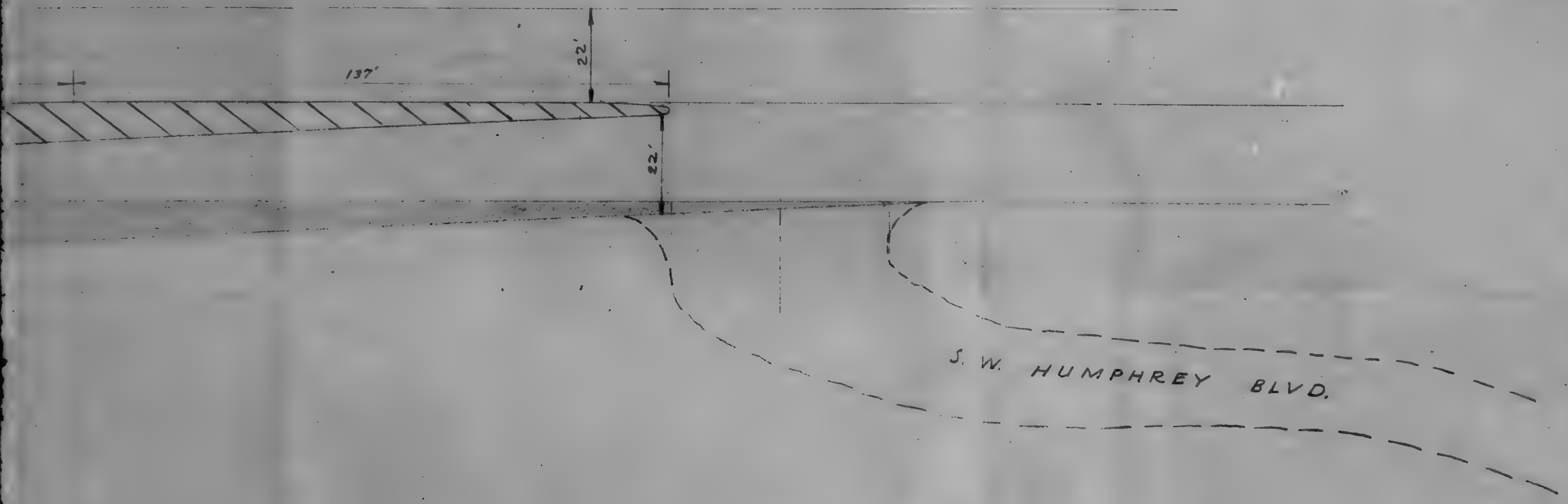
Attachments


COUNTY
MERIDIAN
R. I W.
R. I E.
BURNSIDE RD.
W. BURNSIDE
W. BARNES RD.
WEST
S.W. BARNES
W.
S.W. TAYLOR
S.W. SALMON ST
S.W. MAIN ST
SKYLINE
BOULEVARD
DRIVE
61ST
S.W.
58TH AVE.
S.W. 57TH AVE.
S.W. JEFFERSON ST.
S.W. CLAY ST
S.W.
SKYLINE BOULEVARD
S.W. HIGHLAND
PARK
WAY
S.W. UPLAND
S.W. PARKVIEW CT.
S.W. PARKVIEW CT.
S.W. ELM LANE
S.W. MONTGOMERY ST.
SYLVAN SCHOOL
S.W. CANYON COURT
S.W. 57TH AVE.
S.W. CANYON COURT
FAP
S.W. CANYON
Sylvan
26
6
FAP
S.W. RAAB ROAD
S.W.
S.W. GRANT ST.
S.W.
HUMPHRE
1 6
12 7
HEWETT
BOULEVARD
ROAD
FERRY
S.W. 54TH AVE.
S.W. 50TH AVE.
S.W.
LLS
P

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
PROPOSED INTERSECTIONAL REVISION
CANYON ROAD & SKYLINE BLVD.-
S.W. 58th AVE. - S.W. HEWITT BLVD.
US 26 Hwy. No. 47 M.P. 71.35
Scale: 1" = 30' March, 1953

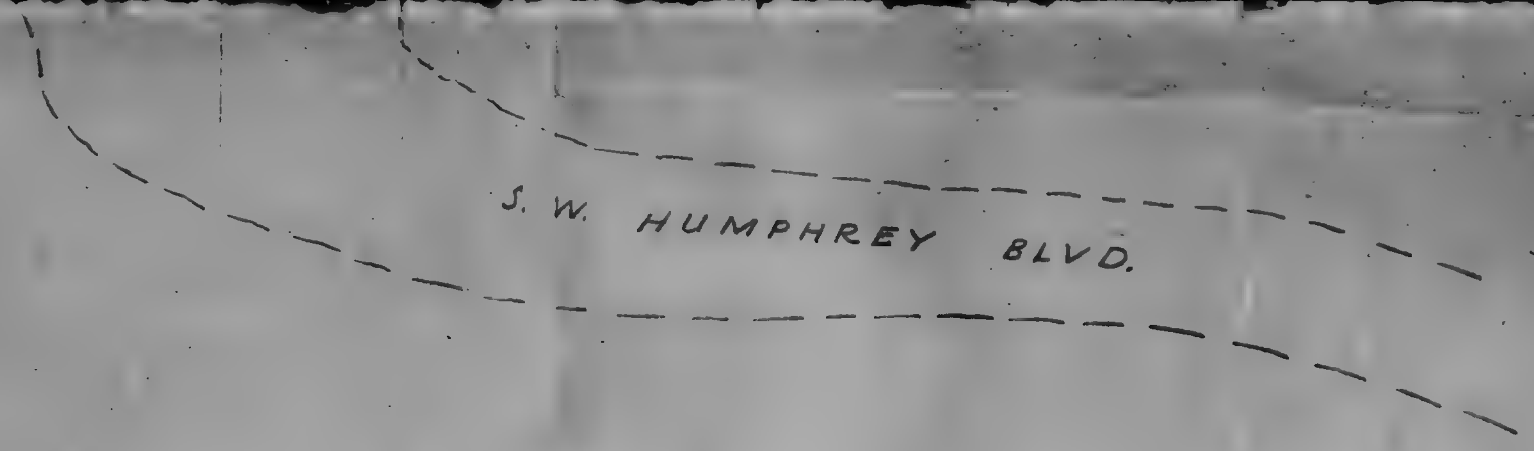
LEGEND

## LEGEND


137'
22'
22'
S. W. HUMPHREY BLVD.

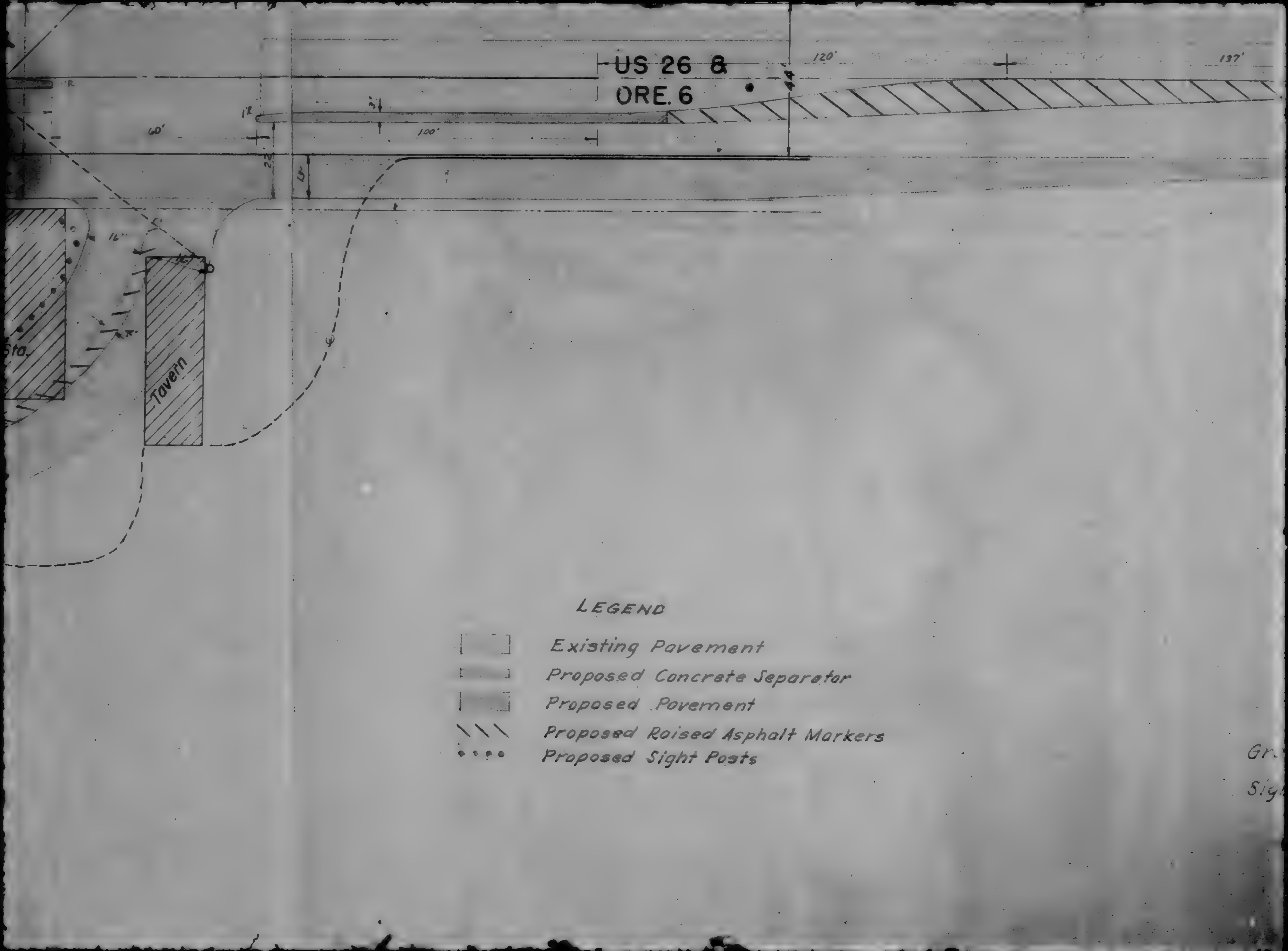
## COST ESTIMATE

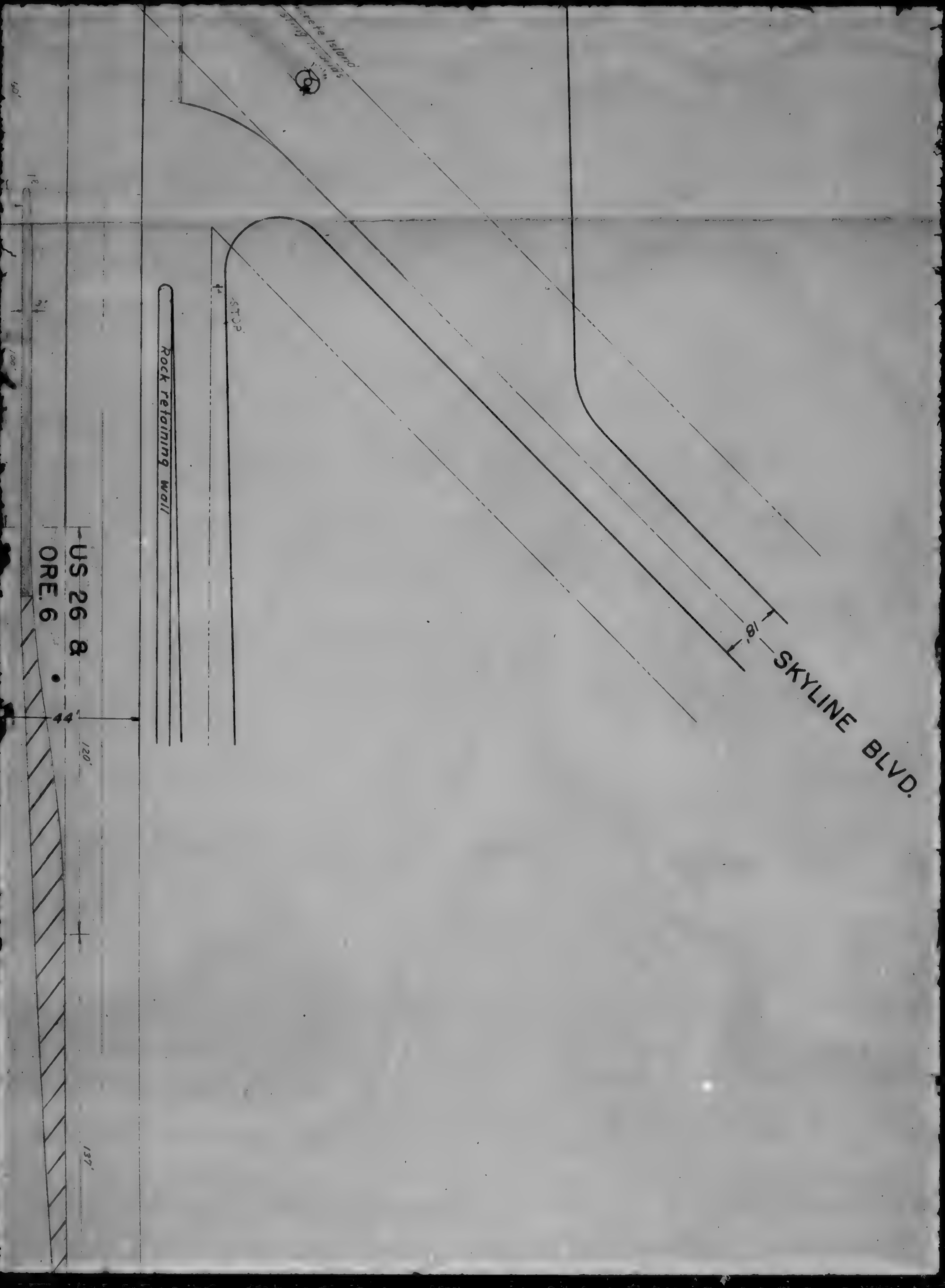
| | |
|---|---|
| R/W | $ Allready Purchased |
| Grading & Paving | 11,06 |

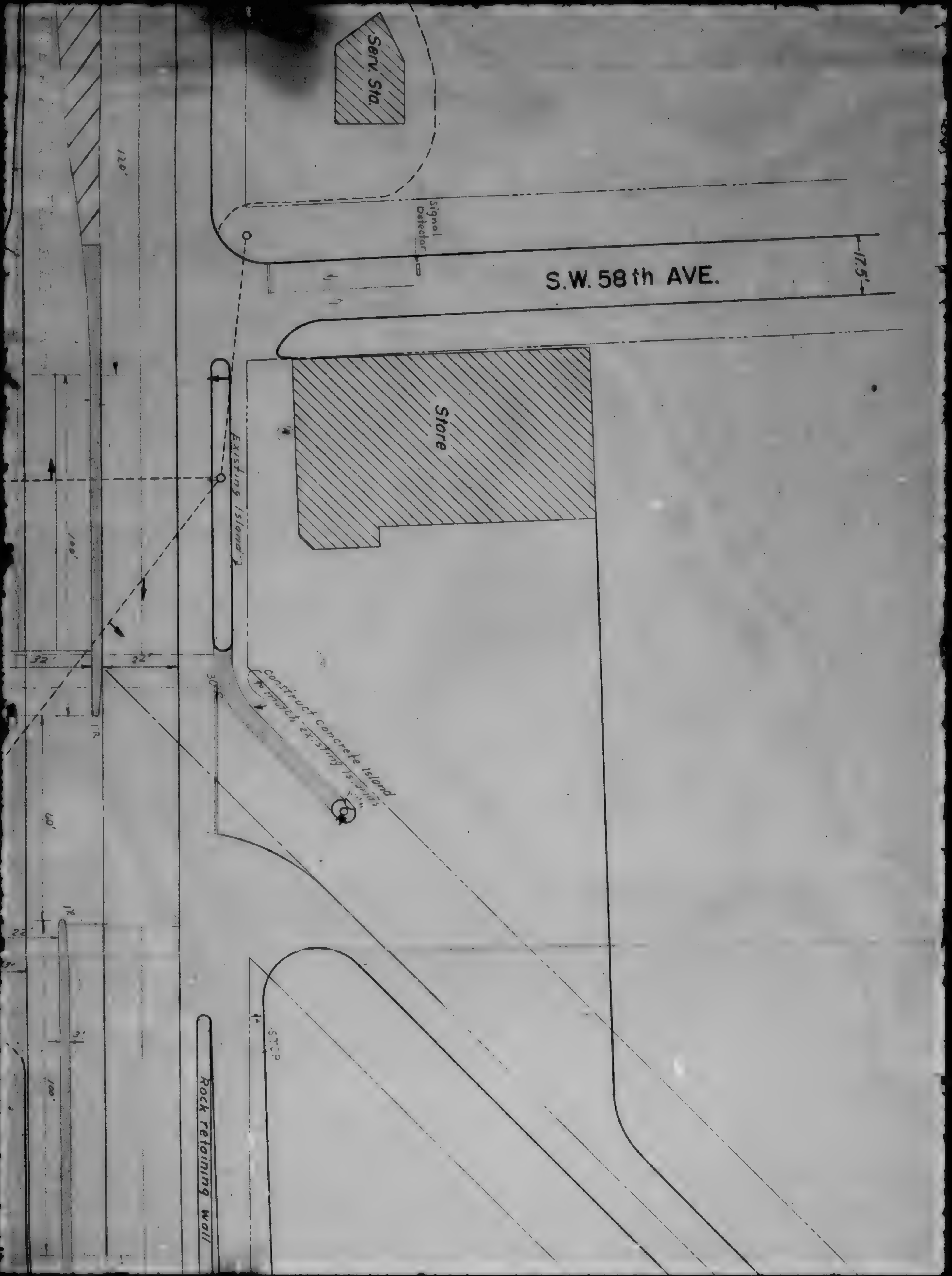

S. W. HUMPHREY BLVD.

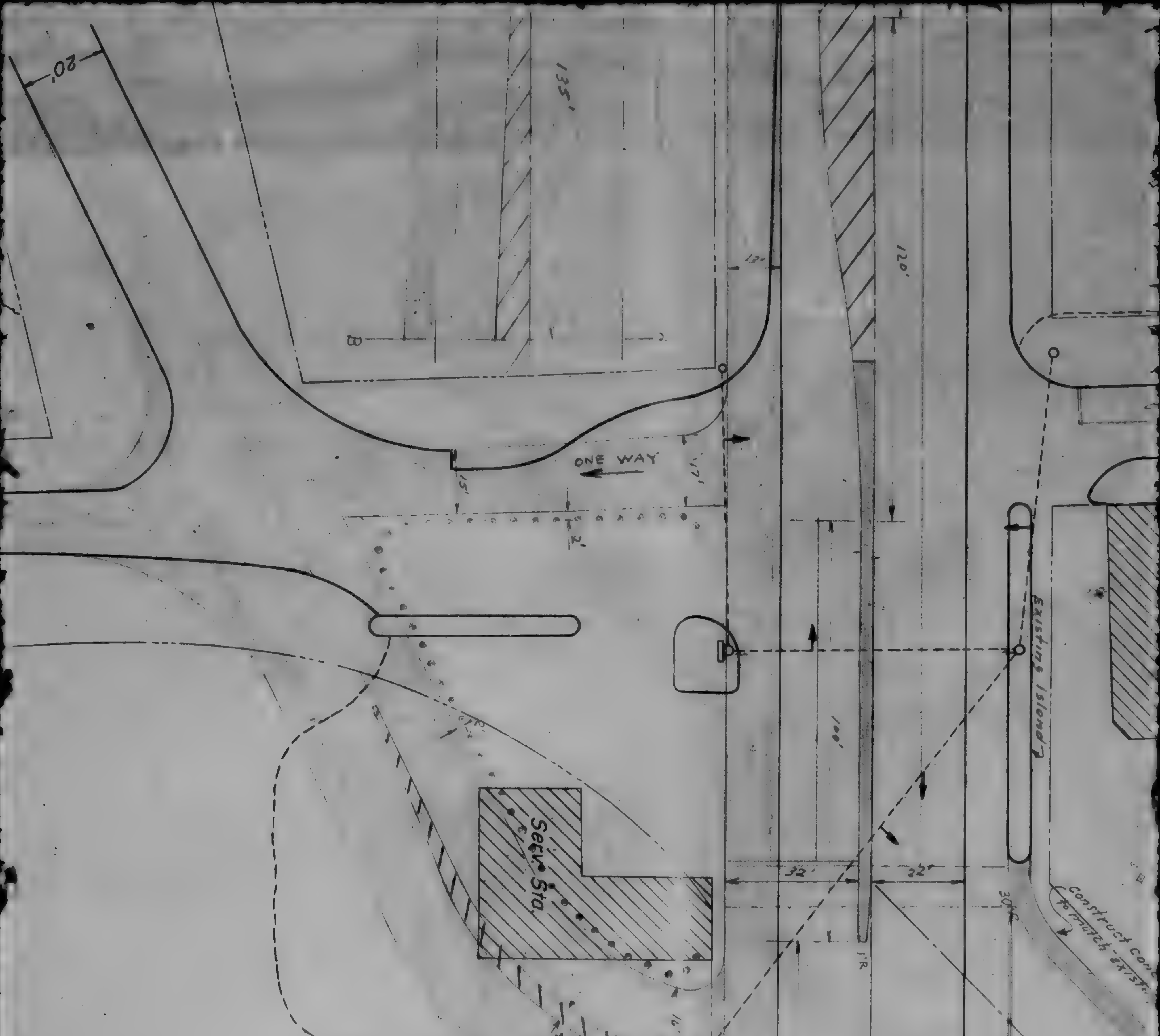
## COST ESTIMATE

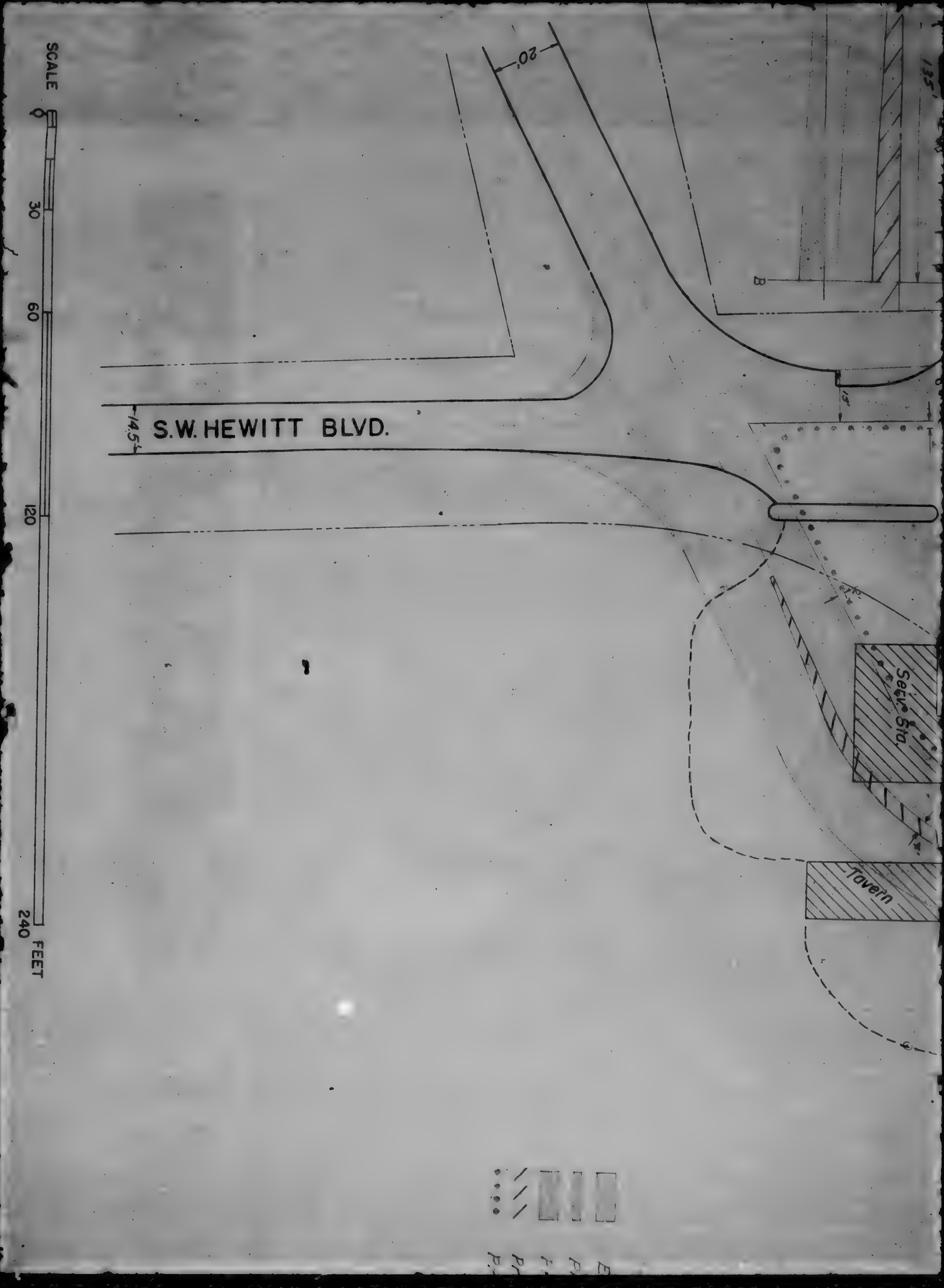
| | |
|---|---|
| R/W | $ Allready Purchased |
| Grading & Paving | 11,000 |
| Signalization | 4,000 |
| Total | $ 15,000 |

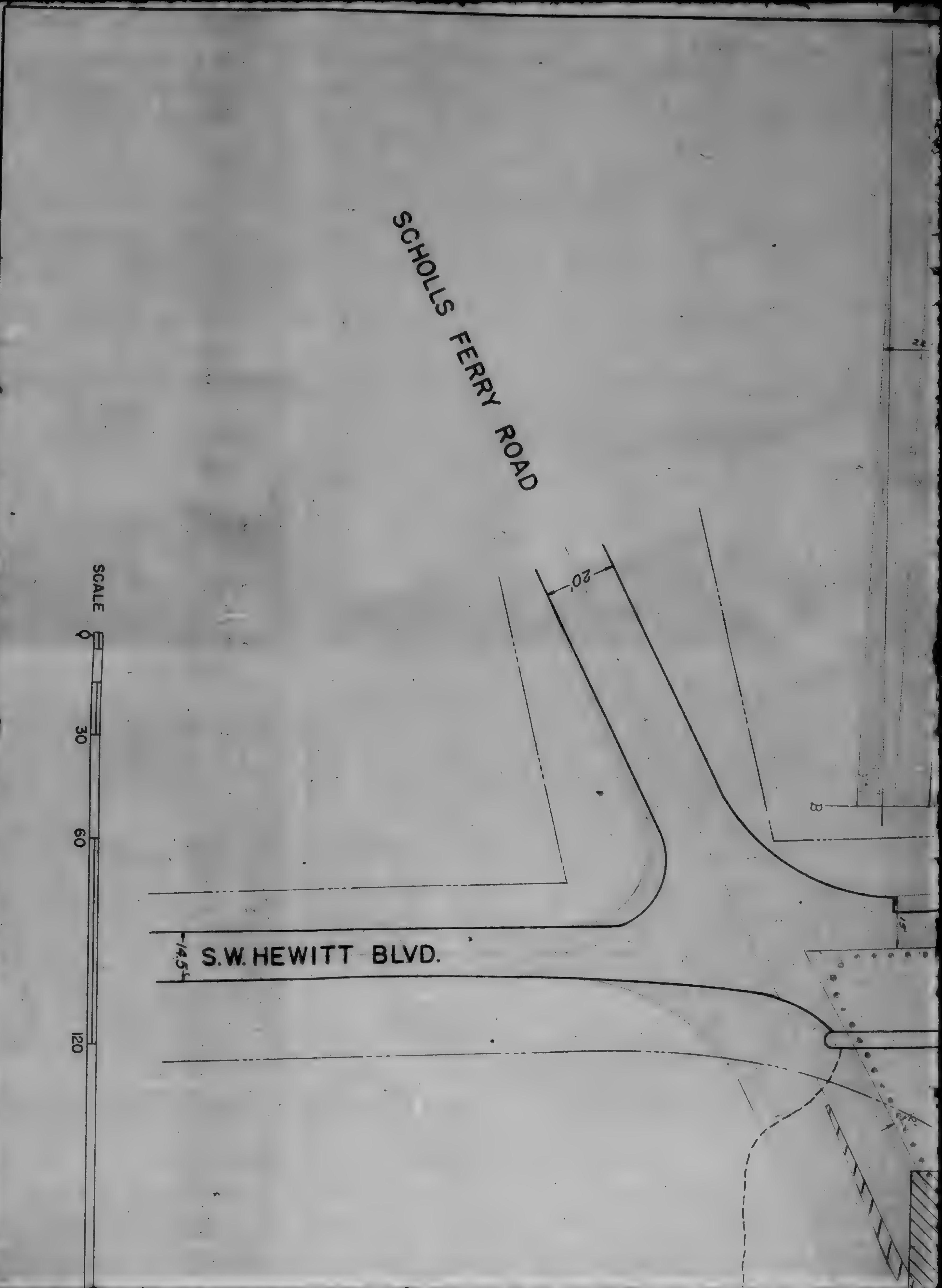

US 26 &
ORE. 6
120'
137'
60'
100'
3'
12'
22'
44
16'
Sta.
Tavern
LEGEND
Existing Pavement
Proposed Concrete Separator
Proposed Pavement
Proposed Raised Asphalt Markers
Proposed Sight Posts

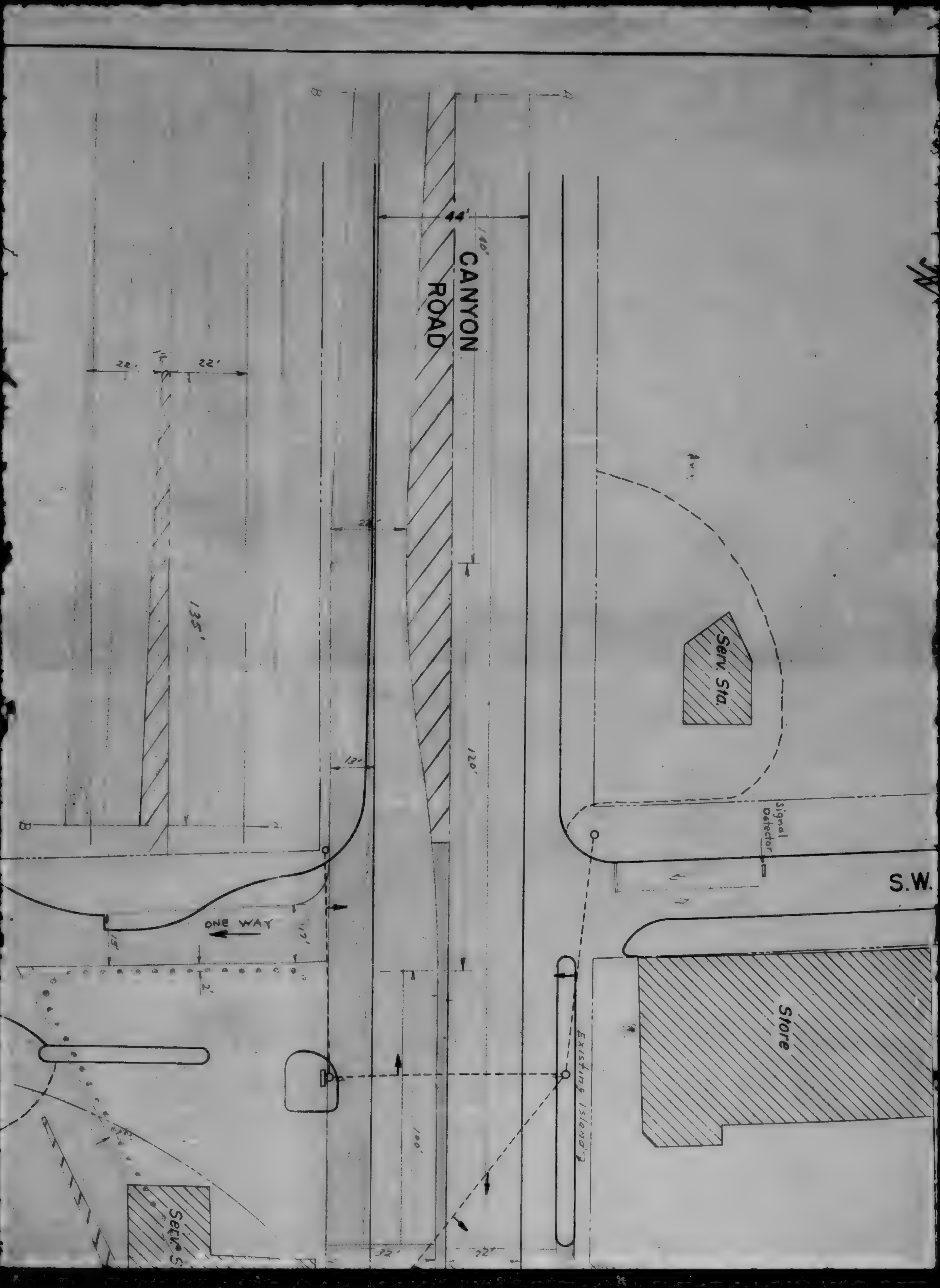

crete Island
STOP
Rock retaining wall
US 26 &
ORE. 6
SKYLINE BLVD.
18'
44'
120'
137'
40'
12'
100'


Serv. Sta.
signal Detector
17.5'
S.W. 58th AVE.
Store
Existing Island
Construct Concrete Island to match existing islands
30'R
120'
100'
32'
22'
1'R
60'
1'R
22'
23'
3'
100'
STOP
Rock retaining wall

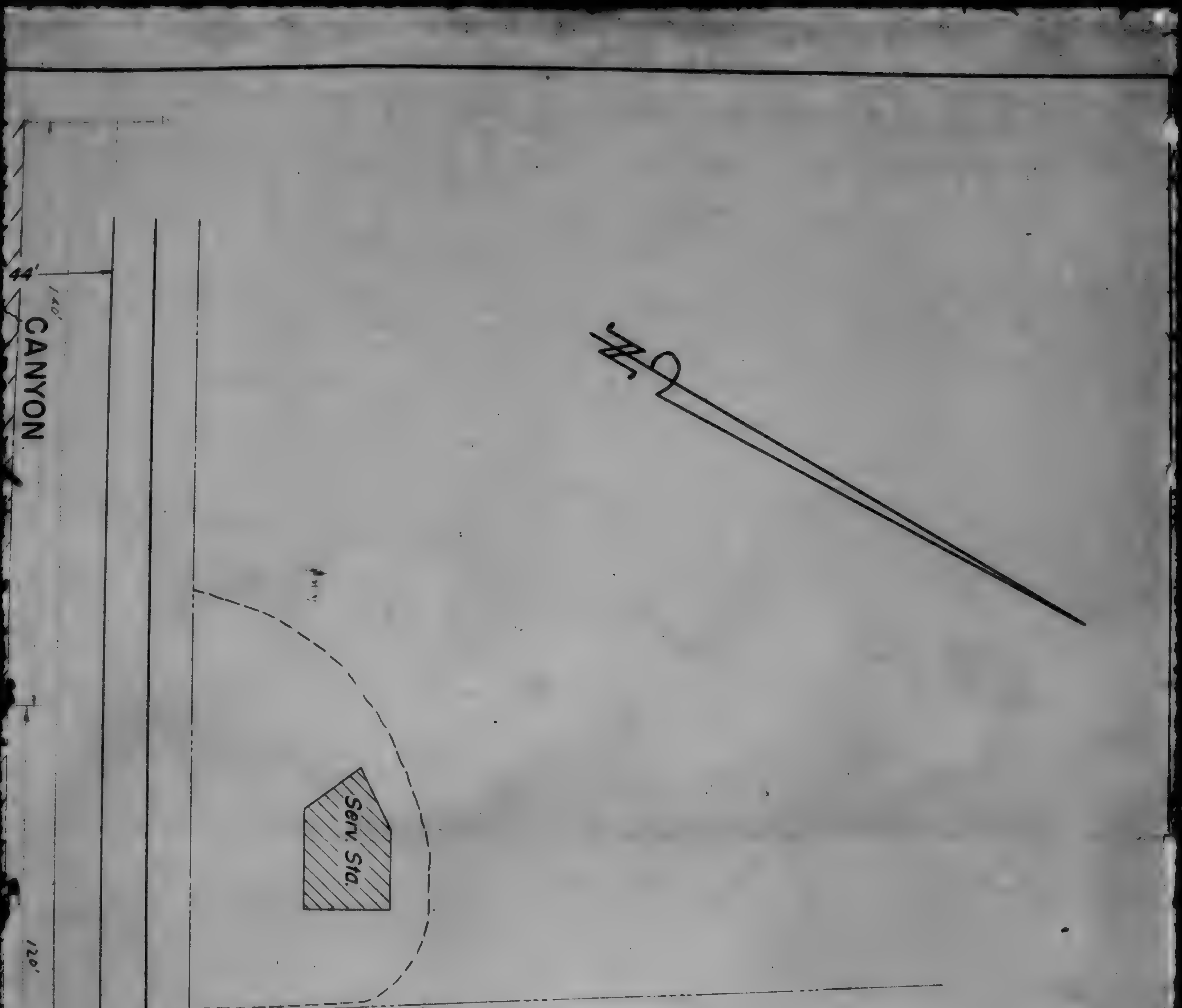

20'
135'
B
13'
120'
ONE WAY
17'
15'
2'
Existing Island
Serv. Sta.
Tavern
32'
22'
30'R
1'R
Construct conc
to match exist
100'
60'
22'
13'
1'R
3'
100'
Rock retaining w


SCALE
0
30
60
120
240
FEET
20'
135'
B
15'
14.5'
S.W. HEWITT BLVD.
Serv. Sta.
Tavern


SCHOLLS FERRY ROAD
20'
22
B
15'
14.5'
S.W. HEWITT BLVD.
SCALE
0
30
60
120



B
A
44'
140'
CANYON ROAD
22'
1'
22'
24'
135'
13'
120'
B
2
Serv. Sta.
Signal detector
S.W.
ONE WAY
17'
5'
2'
Store
Existing Island
100'
Serv. S
32'
32'


CANYON
44'
140'
120'
32'
Serv. Sta.
Signal Detector
S.W. 58th AVE.
17.5'
Store
Existing Island

RECEIVED
MAY 1953
FOR FILING

Maint
Traffic
[illegible]

March 31, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We wish to thank you for granting the request of residents of the Sylvan District for a hearing before the State Highway Commission.

Our group plans to be represented at the hearing held in the Crystal Room on the first floor of the Benson Hotel on April 9th at 11 A.M.

Very truly yours,

Helen E. Irelan

Mrs. Chester J. Irelan, President
Sylvan P. T. A.

Form [illegible] 11-51

P

FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Maint
Traffic
Ec. Analysis

March 24, 1953

Mr. Ernest Peterson
c/o Oregon Journal
800 S. W. Front
Portland, Oregon

11-15
W.O.W.
F.C.

May 4
[illegible]
F.C.

[illegible]
[illegible]

Dear Sir:

Mr. Baldock asked me to contact you re some problem in connection with church property in the town of Gresham.

I called your office and your people told me that you would be out of town for several days. If you will drop me a line, or call me when you return, I shall be glad to be of any assistance that I can.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:ah

cc R. H. Baldock ✓

CEIVED
1953
FOR FILING

Maint
Traffic
[illegible]

March 19, 1953

Mr. E. B. MacNaughton
The First National Bank of Portland
Portland 4, Oregon

Dear Mr. MacNaughton:

Replying to your letter of March 16, advise that the separation of grades at Canyon Road and Skyline Boulevard at Sylvan has not been abandoned by the State Highway Commission but neither has any time been set for the construction of this facility.

A few years ago the State Highway Commission authorized the purchase of rights of way necessary to widen Canyon Road and to construct the overcrossing at Sylvan, this being done so that the rights of way could be acquired before commercial development occurred, which would materially increase right-of-way costs. The Commission has at no time set a definite date for beginning of construction, and the proposed improvement is not in its current program.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
RHB:hl

THE FIRST NATIONAL BANK
OF PORTLAND

S.W. FIFTH, SIXTH AND STARK STREETS
PORTLAND 4, OREGON

March 16, 1953

State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

I have grandchildren who reside in the vicinity of the Sylvan School which is located at the crest of Canyon Road as it passes through the Sylvan intersection. The children attending that school must cross the highway, and the parents of the children have been alarmed by a rumor to the effect that the planned cloverleaf and overhead crossing at the Sylvan Station has been eliminated from the plans of the enlarged development of the Canyon Road.

What are the facts about this situation, and how is the growing congestion at that very important point to be handled when construction work starts on the Canyon Road? What is the time table for the commencement of this construction?

NOTED
W. C. WILLIAMS

Awaiting with great interest your advice, I am

Very truly yours,

E B MacNaughton

E. B. MacNaughton

EBM fm

RECEIVED
MAR 18 1953
OFFICE OF
STATE HIGHWAY ENGINEER

March 16, 1953

Mrs. Chester J. Irelan
President, Sylvan P. T. A.
5110 S. W. Hewitt Blvd.
Portland, Oregon

Dear Mrs. Irelan:

There was received in today's mail a letter, dated March 13, 1953, signed by yourself and other members of the Sylvan school district, directed to Mr. Ben R. Chandler, Chairman of the Oregon State Highway Commission, in which Mr. Chandler's attention is called to the increasingly heavy traffic congestion at Sylvan where five side roads converge upon the state arterial highway. You ask that something be done to alleviate this condition, and you request that an opportunity be given a representative group of your members to appear before the State Highway Commission for a discussion of the matter in person.

The members of the State Highway Commission will be glad to confer with you on this subject. Its next regular meeting is scheduled to be held in Portland on Wednesday and Thursday, April 8 and 9, 1953. Delegations will be heard on the second day, Thursday the 9th. Due to the number of delegations that appear at its meetings, the Commission has limited the time for each delegation to fifteen minutes. Accordingly, I am reserving fifteen minutes of time on April 9th for your group, starting at 11:00 a.m. This meeting of the Commission will be held in the Crystal Room on the first floor of the Benson Hotel.

In the event that you do not wish to appear before the Commission at this meeting, I will appreciate your advising me to that affect, so I can reassign the time to some other group.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

AGENDA
APR 9 1953

March 10, 1953

Mr. Ben R. Chandler, Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Chandler:

We, the undersigned, as members of the Sylvan School district and constant users of the Sylvan-Canyon Road intersection, wish to call to your immediate attention the increasingly heavy traffic congestion at Sylvan. As you undoubtedly know, five side roads converge upon this main state arterial highway, all of which are governed by one traffic signal light. This, in itself, is an alarming situation, but the fact that the Sylvan School is located only one half block from this intersection, deepens our concern since the lives of school children are involved as well as those of other members of the community.

Several years ago we were told that a cloverleaf was to be constructed at Sylvan. Before his death, Mr. T. H. Banfield told members of the community that the cloverleaf should be in operation in two years. Nothing has been done.

The Sylvan P.T.A. called on Mr. Head of the State Highway Department in Salem, as well as Mr. Johnson. Mr. Head agreed to make a study of the intersection and present his findings at the Sylvan P.T.A. meeting on April 14, 1953. It was apparent that the cloverleaf plan which the community has been expecting for some years has been shelved. We were shocked to learn that this was the case.

Since traffic enforcement is an important factor, we have also consulted the Multnomah County Sheriff's office on this matter, and find that they, too, are seriously concerned and feel that no permanent solution can be found as long as five roads converge on this main state arterial highway.

We, as members of the community, feel this matter is serious enough to warrant a hearing, and at such a time as you might choose to grant a public hearing, a representative group would be happy to attend.

This intersection is unquestionably a constant hazard to the community, and we hope that it will not be necessary to have a fatality before action is taken.

Please direct the response of your office concerning the foregoing and all further communication in respect thereto to Mrs. Chester J. Irelan, 5110 S. W. Hewitt Blvd., President, Sylvan P.T.A.

11:00 AM
April 9 1953

Very truly yours,

Ruth M. Wallace
Jane W. Burton
Clementine E. Hoff
Rose C. Schultz
Rae Richardson

Helen E. Irelan
J. L. Hughes
Jesse Leonard
Velma M. Leonard
Muriel E. Rubin

Ralph L. Davis
Esther B. Justice
David W. Rosenbaum
Thelma Marsh
Ruth W. Jones
Margaret M. Rayner
Helen Sanford
Annabel T. Ashley
Carl G. Ashley
Elizabeth Heater
Wm. Ehlen, Jr.
Margaret B. Tobey
Gladys E. Biles
Larcel Abendroth
Lorna W. Morgan
Lois L. Styles
T. J. Styles, Jr.
Hilda Morris
Marion R. Hughes
Geneva Pollock
N. J. Coinpf
Fran W. Godfrey
Glen E. Stream
Vivian G. Taylor
Herbert W. Winfree
Allan Hart
Elizabeth H. Mernfield
Adelheid A. Yahn
Ardelia H. Malarkey
Iene Neilson
Ruth Godfrey
Marguerite Castrun
Dan Malarkey, Jr.
Mrs. Stuart Kerr
E. Spencer Hinsdale
Mrs. Lawrence W. Harris
R. A. Menefee
Mrs. Frank Belgrano
Bernice M. Feldman
Madeline M. Neff
Stuart Biles
William W. Rosenfeld

Ward Wenfree
Elmer Pollock
Hillnie C. Simson
Sidney Mosner
Chester J. Irelan
H. Rayner
Jadwina Dombrowski
Eugene Dombrowski
Jack Barry
Don M. Davis
Carolita H. Davis
A. R. Taylor
Maurice L. Taylor
R. D. Rennie
Mrs. R. D. Rennie
Mrs. D. D. Palmblad
D. Palmblad
Paul Jones
R. L. Dupuis
A. G. Clark, Jr.
Robert W. Phelps
Lillian M. Davis
Harry W. Tobey, Jr.
Thomas W. Hendman
James A. Sechser
Scotty Williams
Mrs. R. E. Clark
Robert E. Clark
Samuel G. Guy
Norma Canfield
T. L. Canfield
Adoea DeYonghe
Mrs. T. Lawson McCall
Frances S. Hinsdale
George Mead
Mrs. Richard A. Menefee
Alyc Raab
O. F. Locatell
Clarence A. Neff
Jack Enzler
Nancy S. Rosenfeld

Ralph L. Davis 5
Esther B. Justice
Davida M Rosenbaum
Thelma Marsh
Ruth H. Jones
Margaret M. Rayner
Helen Sanford
Annabel T. Ashley
Carl G. Ashley
Elizabeth Hefter
Wm. Ehlen Jr
Margaret B. Tobey
Gladys E Biles
Laurel Ahendroth
Lorna H. Morgan
Lois L. Styles.
T. J. Styles Jr.
Hilda Morris
Marion R. Hughes
Geneva Pollock
Frona W. Godfrey
Glen E. Stream
Vivian G. Taylor
Herbert W. Winfree
Allan Hart
Elizabeth H. Merrifield

Lloyd WinFREE
Elmer Pollock
Stillwie C. Simson
Sidney Mosner
Chester J Welan
H D Rayner
Jadwiga Dombrowski
Eugene Dombrowski
Jack [illegible]
Don M. Davis
Caroline H. Davis
A. K. Taylor
Maurine D. Taylor
R. D. Rennie
Mrs. R. D. Rennie
Mrs. D. D. Palmblad
D D Palmblad
Paul Jones
R L. DuPuis
A. J. Clark Jr.
R. J. Gampf
Robert W. Phelps
William M. Davis
Thomas W. Hindman
James A. Zecksei
Harry W. Tobey
Scotty Williams Jr

Doris Mealarkey

Mrs. T. Lawson McCall

Mrs. Stuart Kerr

Frances S. Hinsdale

T. Spencer Hinsdale

George Mead

Mrs. Lawrence W. Harris, Jr.

Mrs. Richard A. Menefee.

R. A. Menefee

Alyce Raab

Mrs. Frank Belgrano

O. E. Locatelli -

Bernice M. Feldman.

Clarence A. Neff

Madeline M. Neff.

Jack Enzler

Stuart V Biles

Nancy S. Rosenfeld

William W. Rosenfeld

FORM E-30X 25M 11-50 44702

District

Traffic

[illegible]

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1953

SUBJECT: Request for Traffic Study
Canyon Road at Sylvan - US26 - Hwy. 47
M.P. 71.35

To: Val Johnson

Mr. Ralph Nelson, Principal, Sylvan Grade School, Phone BEacon 9349, Mrs.C. J. Irelan, President of the P.T.A., 5110 S.W. Hewitt Blvd., Portland, Phone ATwater 0335 and Mr. Walter Morgan, Member of the P.T.A. and spokesman for the group, contacted Mr. Head on Thursday, February 26th at 2:30 PM as well as yourself and discussed various traffic problems on the Canyon Road at Sylvan.

Briefly reviewing these matters for the record I am setting down the following:

1. The group requested further study of the intersection so that it will be possible for vehicles to enter the highway from SW 58th as well as Skyline Blvd. on the present signal indications without jeopardizing their safety by virtue of vehicles on the highway violating signal indications.

2. Give some thought to installing advance flasher indications which would advise the motorist approaching the intersection that he should prepare to stop when the flasher is actuated.

3. The group was advised by Mr. Harry Banfield, when he was Chairman of the Highway Commission, that steps would be taken to separate the grades at this location. They were wondering what steps were being taken to do this. I understand the Highway Department has permission to acquire right-of-way, but I do not know what steps they have taken. I also understand that Mr. Williams advised Mr. Head that there is no money programmed for construction work at this location.

4. The Delegation cited many instances of violation not only of the speed zone in this area, but of the signal indications. I understand they were advised to contact Captain Ard Pratt, Chief, Traffic Division, Multnomah County Sheriff's Office and request his cooperation.

FROM THE DESK OF
RUDIE WILHELM, JR.
SPEAKER OF THE HOUSE

April 7, 1953

Mr. R. H. Baldock
State Highway Commissioner
Salem, Oregon

Dear Sam:

Attached is a copy of the letter I wrote to Allan Hart regarding the Thursday hearing.

RECEIVED
APR 7 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Rudie Wilhelm, Jr.

---

night and your
Commission next
ersection.

I regret that because of legislative duties I will not be able to attend the meeting but I certainly want to add my support to my fellow neighbors who are attempting to get a very dangerous situation corrected.

I have long wondered why some steps were not taken to lessen the traffic hazards at this particular spot and so last December contacted Mr. Williams of the State Highway Commission to find out what the plans were for Canyon Road. At that time I was advised that it would be from five to ten years before Canyon Road would be widened to six lanes and at that time an overpass arrangement would be provided which would eliminate the dangerous Humphrey Boulevard, Hewett Boulevard, Scholl's Ferry Road, Skyline Boulevard and Southwest 58th Avenue intersection at Canyon.

Today I talked with Mr. Sam Baldock and he informs me that the Highway Department has a very feasible plan that will do the job as well as it can be done short of the very expensive overpass arrangement scheduled to be put into effect between five and ten years. After hearing Mr. Baldock's explanation today, I think that if the residents will get behind this plan which will be presented to the Highway Commission by Mr. Baldock's staff next Thursday, the situation will be well taken care of.

As I understand it, they will attempt to make one intersection and provide for a three-way signal system so that left turns can be made and left turn lanes will be provided.

Thanks so much for contacting me and good luck.

Very sincerely yours,

RWJr:fb

Rudie Wilhelm, Jr.

C O P Y

C
O
P
Y

April 6, 1953

Mr. Allan Hart
C/o Pendergrass, Spackman & Bullivant
Pacific Building
Portland 4, Oregon

Dear Allan:

This has reference to our conversation Friday night and your note of Saturday regarding the meeting of the Highway Commission next Thursday at the Benson Hotel to discuss the Sylvan intersection.

I regret that because of legislative duties I will not be able to attend the meeting but I certainly want to add my support to my fellow neighbors who are attempting to get a very dangerous situation corrected.

I have long wondered why some steps were not taken to lessen the traffic hazards at this particular spot and so last December contacted Mr. Williams of the State Highway Commission to find out what the plans were for Canyon Road. At that time I was advised that it would be from five to ten years before Canyon Road would be widened to six lanes and at that time an overpass arrangement would be provided which would eliminate the dangerous Humphrey Boulevard, Hewett Boulevard, Scholl's Ferry Road, Skyline Boulevard and Southwest 58th Avenue intersection at Canyon.

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As I understand it, they will attempt to make one intersection and provide for a three-way signal system so that left turns can be made and left turn lanes will be provided.

Thanks so much for contacting me and good luck.

Very sincerely yours,

RWJr:fb

Rudie Wilhelm, Jr.

C O P Y

EIVED
53
FOR FILING

26-1037

4015

5527

April 3, 1953

Honorable Paul L. Patterson
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Patterson:

With reference to the communication from Chas. R. Wilson, under date of March 23, relative to the traffic situation at Sylvan, advise that he made the same suggestion before and I am attaching a copy of the answer that I gave him then.

The matter was carefully looked into at that time by our Traffic Engineer, and I made a personal inspection of the site. However, the situation has grown progressively worse, and we have recently evolved a plan by which the present multilegged intersection can be made into a simple four-way intersection. Provision is made for left-turn refuges, with traffic lights to provide for through highway traffic movement, left-turn movement, and cross-street movement, without interference of the one with the other. The cost of this plan, which involves pavement widening, channelizing, and signal installation, is estimated to be about $15,000.

I am recommending to the Highway Commission at the meeting next week to permit the implementation of this plan which I believe will defer for some time to come the necessity of constructing the costly underpass, which will ultimately need to be built.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Enclosure

FROM THE DESK OF
**PAUL L. PATTERSON**

Mr. Baldock:

I am attaching a copy of a letter received from Mr. Chas. R. Wilson, and would appreciate a report from you as to the merits of his suggestion.

P.L.P.

REFERRED TO
Crandall
Highway Engineer

please advise me
RHB

RECEIVED
APR 2 1953
OFFICE OF

---

Y

PRECAST STRUCTURES
1085 S. E. Franklin Street
Beaverton, Oregon

March 23, 1953

gon,

you to appeal that some intelligent following suggestion:

rush, the Westbound traffic at Sylvan wishing to turn left at Sylvan, must light and on-coming traffic so that the top of the hill and tie up miles ration.

at the traffic wishing to turn left own over the old Canyon Road near the cross Canyon Road on the green light f traffic straight ahead, Beaverton-Hillsboro traffic in the right lane and Sunset Highway traffic in the left lane. The entire arrangement could be made with very little cost.

Ultimately of course there should be an underpass so that the Westbound traffic could "flow" over the top and the Raleigh Hills traffic could pass under, the contour is a "natural" for this.

The busses should also be made to take this lower road, because as it is now they stop at the top of the hill and a good deal of the time they stop about half way into the right hand traffic lane, tieing up that lane. The climax comes when a bus stops the right lane and the left turning traffic stops the left lane, and no one moves on the green light and the "back-up" grows miles longer.

Sincerely,

/s/

Chas. R. Wilson.

C O P Y

PRECAST STRUCTURES
1085 S. E. Franklin Street
Beaverton, Oregon

March 22, 1953

Hon. Paul L. Patterson,
Governor, of the State of Oregon,
State House
Salem, Oregon

Dear Governor Patterson:

This is written to you to appeal that some intelligent consideration be given to the following suggestion:

During the 5:00 P M rush, the Westbound traffic at Sylvan gets badly fouled up. Those wanting to turn left at Sylvan, must fight the red light, the green light and on-coming traffic so that the net result is they stop at the top of the hill and tie up miles of traffic. This is no exaggeration.

My suggestion was that the traffic wishing to turn left at Sylvan should be directed down over the old Canyon Road near the brick yard and then they could cross Canyon Road on the green light and there would be two lines of traffic straight ahead, Beaverton-Hillsboro traffic in the right lane and Sunset Highway traffic in the left lane. The entire arrangement could be made with very little cost.

Ultimately of course there should be an underpass so that the Westbound traffic could "flow" over the top and the Raleigh Hills traffic could pass under, the contour is a "natural" for this.

The busses should also be made to take this lower road, because as it is now they stop at the top of the hill and a good deal of the time they stop about half way into the right hand traffic lane, tieing up that lane. The climax comes when a bus stops the right lane and the left turning traffic stops the left lane, and no one moves on the green light and the "back-up" grows miles longer.

Sincerely,

/s/

Chas. R. Wilson.

[illegible]EIVED
FOR FILING

[illegible]
[illegible]
Ec. Analysis

August 1, 1952

[illegible] sent to [illegible] by [illegible] Baldock. [illegible]-4-3-52.

Mr. Chas. R. Wilson
1085 S. E. Franklin
Beaverton, Oregon

Dear Sir:

Reference is made to your undated letter regarding the traffic situation at Sylvan, in which letter you suggest using the old road past the brickyard, so as to effect a right-angle crossing of the Sunset Highway in lieu of a left turn.

This matter was given serious consideration long ago, but there were so many inferior features in such a plan that we have not considered it as practicable. In the first instance, the old road is very crooked and has some exceedingly steep grades, and it would be quite hazardous in good weather owing to the width, and during icy or snowy periods would be practically impassable for westbound traffic.

Furthermore, the entrance of this road into Skyline Boulevard is in an unfavorable position to permit left turning across the highway.

We could not entirely eliminate a left-turn movement at Skyline Boulevard, as there is some movement of traffic from Humphrey Boulevard which enters the Sunset Highway east of Skyline Boulevard, which left-turns at the intersection. On the basis that we could not entirely eliminate the left-turn movement, it is believed that only a few would use the old Canyon Road even if so routed.

We thank you for your suggestion in this matter but must advise that after our long and careful study we are convinced that the plan is not feasible and cannot recommend it.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E-30 25M 9-51 82315

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1952

SUBJECT: Investigation of Need for
Left Turn Route
Sylvan Signals
US26 - Hwy. 147 - M.P. 71.35
Assignment No. WCW 3567

To: W. C. Williams
Assistant Highway Engineer

L

I am returning correspondence on the above subject. Also attached is a plan of traffic signal installation at the intersection of Canyon Road and Scholls Ferry Road.

It is true that the left turn movement from east to south causes a great deal of congestion at this intersection, particularly during the peak evening hours. We have recently approved the installation of a leading green for westbound traffic which will, in effect, enable this left turn to clear out in a better manner than it has in the past.

In his letter Mr. Wilson suggests the possibility of using the old alignment of Canyon Road between Highland Road and Skyline Boulevard as a special route for the left turn traffic. It is his thought that if this is done, the left turn can be made on the cross-street green signal. The old Canyon Road is narrow, winding, and has a very steep gradient. Also, it enters the six-way intersection against a "STOP" sign. Entering traffic from this road does not receive any signal indication. If left turn traffic were to use this road, it would be necessary for them to cross through the traffic entering from Skyline Boulevard, travel some 200 feet, and then make their left turn. The movement would be both difficult and dangerous. For this reason it is recommended that Mr. Wilson's request be denied.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:Mgt

Attachments

ASS MENT

Date: July 22, 1952

No. 3561

By WCW

Description: Letter from Chas. R. Wilson, 1085 SE Franklin, Beaverton, dated July 21, re congestion at Sylvan and suggestion for diversion of traffic.

Acknowledged by _ _ _ _ _ Referred to _ Mr. F. B. Crandall _ _

xxxInvestigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE REFER TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks:

---

You could so easily divert traffic which is to turn left at Sylvan, through the lower road past the brick yard and it could then cross Canyon with the green light.

Why has this not been done long, long before?

If this is unintelligible to you, I will gladly prepare a blueprint for your engineers.

Yours truly,

Chas. R. Wilson.
1085 S. E. Franklin.
Beaverton, Oregon.

Williams:

Please prepare
an answer for me.
R.H.B.

RECEIVED
JUL 31 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. AL HEAD

CHAS. R. WILSON
PREFABRICATED PLYWOOD
1033 N. E. SIXTH AVE.
PORTLAND, OREGON

Chairman,
Division of Highways,
Salem, Oregon.

Dear Sir:-

Would you please open one ear to a suggestion?

The traffic jam at Sylvan is terrific each evening.

You could so easily divert traffic which is to turn left at Sylvan, through the lower road past the brick yard and it could then cross Canyon with the green light.

Why has this not been done long, long before?

If this is unintelligible to you, I will gladly prepare a blueprint for your engineers.

Yours truly,

Chas. R. Wilson.
1085 S. E. Franklin.
Beaverton, Oregon.

Williams:
Please prepare
an answer for me.
[illegible]

RECEIVED
JUL [illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. AL HEAD

Will you kindly proceed with an investigation of conditions at this location, contacting Mr. A. G. Skelton to find out if he can "throw any light" on remedial measures and the Highway Department's plans in the area. Will you also contact Captain Pratt endeavoring to determine to what extent engineering and enforcement can work together. I would appreciate a report on this subject in time to present it to the April 8th and 9th Commission meeting so that if any positive action is to be taken, the Commission may take such action prior to Tuesday, April 14th. I understand that you and Mr. Head plan to attend a meeting of the Sylvan P.T.A. at 8:00 PM on Tuesday, April 14th at which time the P.T.A. has requested the Multnomah County Sheriff to be present and to have an open discussion on traffic matters at this location.

Crandall
P. B. Crandall
Traffic Engineer

JAH:jr

cc - W. C. Williams ✓

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

26-1037

407[illegible]

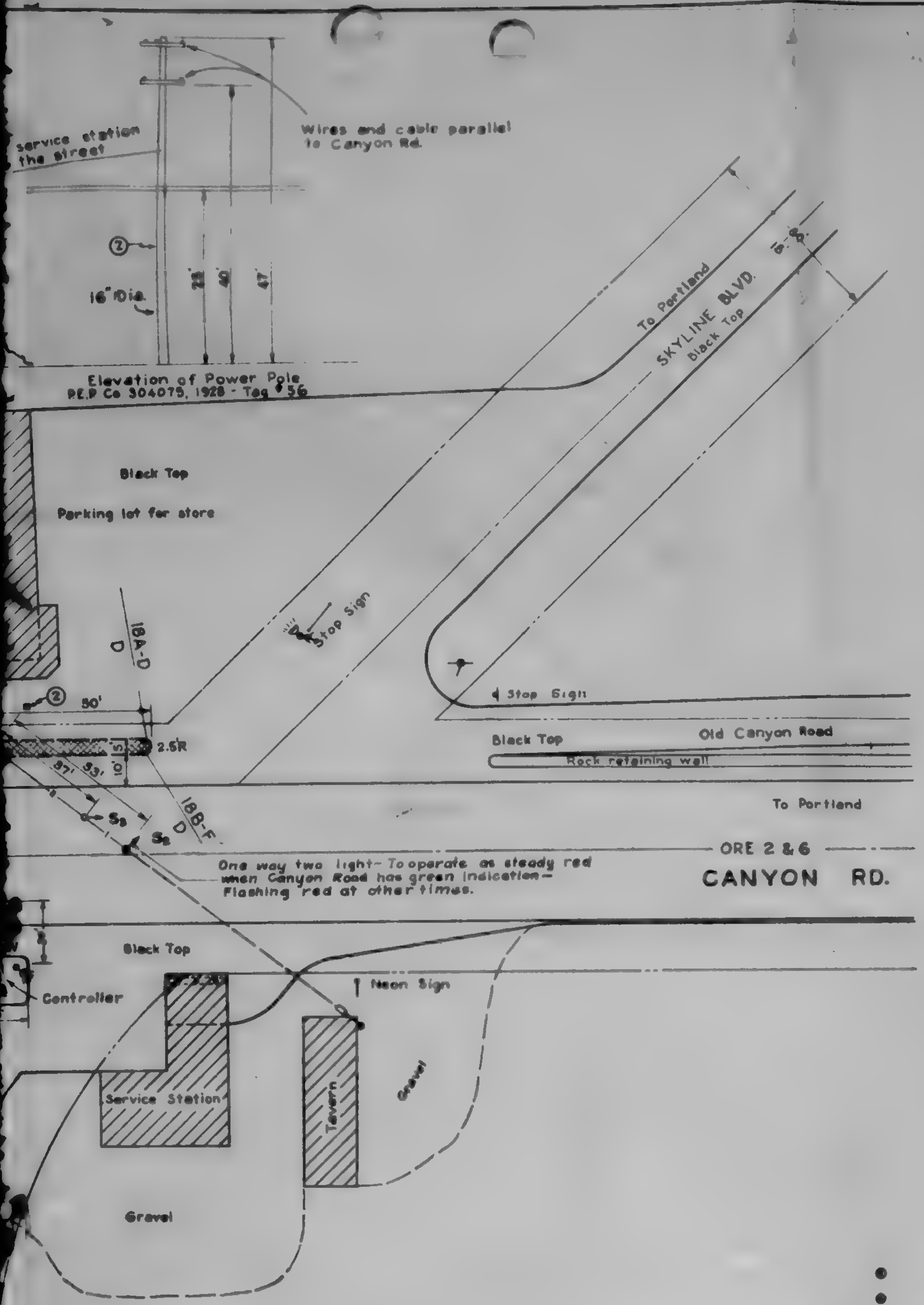
Oregon State Highway Commission
Salem, Oregon, 11.2.53
For Immediate Release, eb.

The Oregon State Highway Commission, at its meeting in Portland last week, approved an expenditure of $50,000 for bringing side roads into a single intersection, controlled by traffic lights, at Sylvan. This work is part of an eventual plan, costing an estimated $600,000, to separate highways at grade. This partial plan of ultimate improvement will materially decrease traffic hazards at this intersection.

* * * * * *

Extra Copies
adm
Press Rel.
Room - Gen

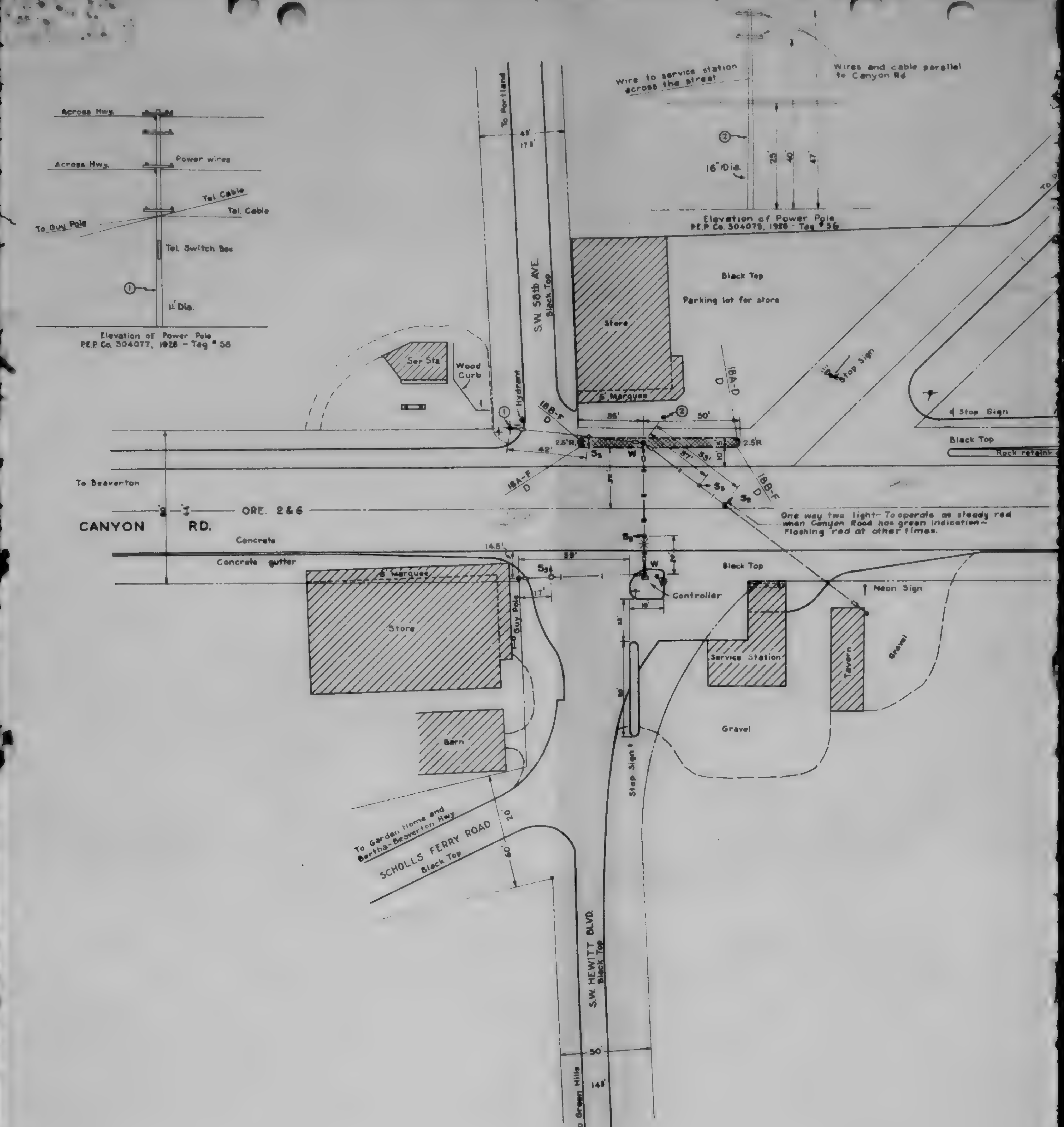
| OREGON STATE HIGHWAY DEPARTMENT<br>TRAFFIC ENGINEERING DIV | SHEET NO. | 1 |
|---|---|---|
| **TRAFFIC SIGNAL INSTALLATION**<br>CHANNELIZING ISLAND<br>**SYLVAN, MULTNOMAH CO. ORE.** | TOTAL SHEETS | 1 |
| | SCALE 1" = 30' | |
| | DATE July, 1942 | |

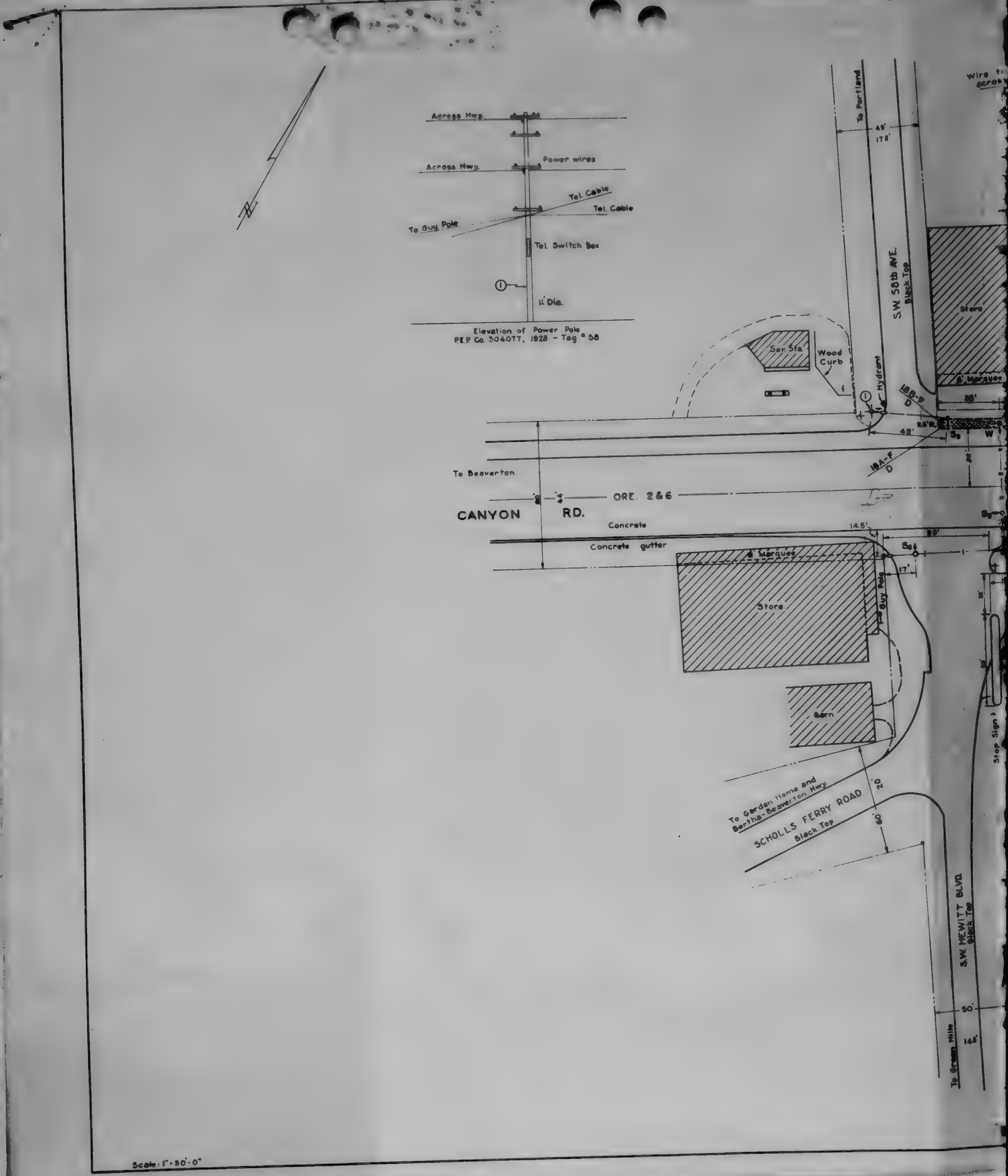

service station
the street
Wires and cable parallel to Canyon Rd.
②
16" Dia.
23'
40'
47'
Elevation of Power Pole
P.E.P Co 304075, 1928 - Tag #56
To Portland
SKYLINE BLVD.
Black Top
15-8'
Black Top
Parking lot for store
Stop Sign
18A-D
D
Stop Sign
②
50'
2.5'R
15'
10'
37'
33'
S3
S2
18B-F
D
Black Top
Old Canyon Road
Rock retaining wall
To Portland
One way two light - To operate as steady red when Canyon Road has green indication - Flashing red at other times.
ORE 2 & 6
CANYON RD.
Black Top
Controller
Neon Sign
Service Station
Tavern
Gravel
Gravel

## LEGEND

| | |
|---|---|
| ● | *Install new 24' Steel Monotube pole.* |
| ● | *Install new 30' Wood Pole.* |
| ✳—● | *Existing street light on mast arm.* |
| ■ | *Existing poles.* |
| ✳▶● | *Existing Flood Light* |
| S3 ◄—○ | *Signal head - Three light, One Way.* |
| S2 ◄—○ | *Signal head - Two light, One Way.* |
| W ◄— | *Walk-Wait Signal.* |
| —‖—‖— | *3/8" Galv. Guy Strand with 12 wire #14 Control Cable.* |
| —‖—‖— | *3/8" do do do with 10 wire #14 do do* |
| —\|—\|— | *3/8" do do do with 5 wire #14 do do* |
| ▭ | *Local Controller.* |
| —▭— | *No. 504 Strain Insulator.* |
| ▨ | *Construct Concrete Island.* |
| 18A-F / D | *Install Curb Markers.* |
| — — — | *3/8" Galv. strand only.* |

TRAFFIC ENG'G. DIV.
Apr. 1940 Revised Dec. 1946


Across Hwy.
Across Hwy.
Power wires
Tel. Cable
Tel. Cable
To Guy Pole
Tel. Switch Box
①
11" Dia.
Elevation of Power Pole
P.E.P. Co. 304077, 1928 - Tag # 58
To Portland
43'
17.5'
S.W. 58th AVE.
Black Top
Wire to service station
across the street
Wires and cable parallel
to Canyon Rd
②
16" Dia.
25'
40'
47'
Elevation of Power Pole
P.E.P. Co. 304075, 1928 - Tag # 56
Black Top
Parking lot for store
Store
Ser Sta
Wood Curb
Hydrant
①
6' Marquee
18A-D
D
18B-F
D
35'
②
50'
2.5'R.
2.5R
42'
S3
W
57'
53'
10'
15'
18A-F
D
18B-F
D
S3
S2
Stop Sign
Stop Sign
Black Top
Rock retaining
To Beaverton
CANYON RD.
ORE. 2&6
Concrete
Concrete gutter
One way two light - To operate as steady red
when Canyon Road has green indication -
Flashing red at other times.
S2
14.5'
59'
6' Marquee
S3
W
Black Top
Controller
17'
10'
Neon Sign
Store
Guy Pole
Service Station
Tavern
Gravel
Gravel
Barn
Stop Sign
To Garden Home and
Bertha-Beaverton Hwy.
SCHOLLS FERRY ROAD
Black Top
20
60'
S.W. HEWITT BLVD.
Black Top
50'
14.8'
To Green Hills


Across Hwy.
Power wires
Across Hwy.
Tel. Cable
Tel. Cable
To Guy Pole
Tel. Switch Box
①
11' Dia.
Elevation of Power Pole
P.E.P. Co. 304077, 1928 - Tag # 58
Wire t
across
To Portland
45'
178'
S.W. 58th AVE.
Black Top
Store
Ser. Sta.
Wood Curb
Hydrant
①
18B-F
D
6' Marquee
26'
25'R.
42'
S
W
To Beaverton
18A-F
D
ORE. 2&6
CANYON RD.
Concrete
14.5'
Concrete gutter
6' Marquee
S
17'
Store
Guy Pole
Barn
Stop Sign
To Garden Home and Bertha-Beaverton Hwy.
SCHOLLS FERRY ROAD
Black Top
20
60
S.W. HEWITT BLVD.
Black Top
30'
145'
To Green Hills
Scale: 1" = 30'-0"

30-8315 Hermiston Rock Prod. Proj. on 1954
4 state Hwys.
#4096

R H Baldock

RECEIVED
MAR 11 1955
FOR FILING

March 10th, 1955

Hermiston Section
Contract #4096
Prefix 30-8315

[illegible] 1315
11

FINAL COST ANALYSIS
Rock Production

Umatilla-Stanfield, Hermiston,
Stanfield-Pendleton and
Lexington-Echo Highways

Rogers Construction Co., Contractor
C. C. McKinney, Resident Engineer

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Gravel in Stockpile | 4,993.39 | Cu. Yd. | $2.40 | $2.64 | $13,175.50 | $11,984.14 |
| ½"-¼" Cr. Gravel in Stockpile | 4,127.94 | " " | 2.40 | 2.64 | 10,891.98 | 9,907.06 |
| ¼"-#10 Mesh Cr. Gravel in Stockpile | 1,676.27 | " " | 2.50 | 2.64 | 4,423.00 | 4,190.68 |
| Stockpile Haul Adjustment, Favor of State | 1,199 | Yd. Mi. | .10 | | | - 119.90 |
| | | | | | $28,390.48 | $25,961.98 |

| | |
|---|---|
| Total Cost | $28,490.48 |
| Gross Revenue | 25,961.98 |
| Net Loss | $ 2,528.50 |

Net Loss Equals 9.73% of Gross Revenue

NOTED
State Highway Engineer

RECEIVED
MAR 10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

## Breakdown of Crushing Cost

|  | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Move In & Set Up | 10,797.6 | Cu. Yd. | $ 2,211.31 | $0.204 |
| Feed Crusher | " | " " | 5,880.37 | 0.544 |
| Crushing | " | " " | 11,704.49 | 1.084 |
| Haul to Stockpile | " | " " | 7,319.84 | 0.678 |
| Stockpile | " | " " | 1,374.47 | 0.127 |
|  |  |  |  | $2.64 |

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $1,749.00 | |
| Labor | 8,797.33 | |
| Labor Insurance | 487.07 | |
| | | $11,033.40 |
| **Equipment Rental & Misc. Supplies:** | | |
| Equipment Rental, Owned | $7,878.04 | |
| " " , Hired | 4,439.22 | |
| Gas, Oil & Grease | 3,202.30 | |
| Freight & Cartage | 819.17 | |
| P.L. & P.D. Insurance | 109.95 | |
| P.U.C. | 123.35 | |
| Bond | 194.72 | |
| Small Tools & Misc. Supplies | 171.08 | |
| Home Office & General Overhead | 519.25 | |
| | | 17,457.08 |
| Total Cost. . . . . . . . . . . . . . . . . . . . . . . . | | $28,490.48 |

Remarks:

This was a "State Project" for crushing and stockpiling 10,797.6 cu. yds. of crushed gravel for maintenance. The contract was bid and awarded January 22nd, 1954. Work started August 11th, 1954, and was completed October 20th, 1954.

The contractor used a gravel deposit designated by the State located on the westerly side of and adjacent to the Umatilla-Stanfield highway at M.P. 199.5.

The contractor moved in his three-crusher, semi-portable crushing plant, set up and started crushing August 23rd. One TD 14 tractor and one TD 18 tractor and dozer were used to feed the crusher. Four hired trucks were used to haul to stockpile. The contractor had considerable trouble and down time due to equipment difficulty.

The crushing on this contract was done by the N. A. Toole Construction Co. by purchase order as the prime contractor was unable to complete other work in time to do this job.

This was a good gravel deposit, but, due to the numerous breakdowns resulting in poor production, the 10,797.6 cu. yds. were produced in 296 hours crushing time for an average of 36.5 cu. yds. per hour.

With slow production and high cost of repairs the contractor suffered a loss.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

FOR FILING

21-8315
1296

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACT OR) |
| 4096 | 4-Final | Rogers Construction Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25710 | V-116050 | $ 276.27 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 31, 1954

Time Extensions: to Nov. 30, 1954 without penalty

Completion Date: Oct. 20, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC. 2[illegible] 1954
FOR FILING

30 - 8315

1

December 2, 1954

REGISTER MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

State highway contract No. 4096 for work performed on the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton & Lexington-Echo Highways in Umatilla County was completed by the contractor, Rogers Construction Co., on October 20, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $776.27 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $25,961.98, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - The Fidelity & Casualty Co. of New York
Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
12-2-54

RECEIVED
NOV 16 1954
FOR FILING

November 15, 1954

The Fidelity & Casualty Company of New York
[illegible] Maiden Lane
New York [illegible], N.Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to [illegible] Construction Company on contract No. [illegible], covering rock production on the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton & Lexington-Echo Highways in Umatilla County. This payment, in the amount of $7,372.71 will be released to the contractor on or after November 26, 1954. The retained percentage is $776.94.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - The Fidelity & Casualty Company of New York
Mallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 15 1954
FOR FILING

30-1815
4-1

November 8, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from August 31 to November 30, 1954, within which to complete your contract No. 4096, covering the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton and Lexington-Echo Highways in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: . E. arson,
Division Engineer

urtis . McKinney,
Resident Engineer

. S. Smith,
Construction Engineer

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 10/30/54, 19

| | | | |
|---|---|---|---|
| Section | Hermiston | Kind of work | Rock Production |
| Highway | Umatilla-Stanfield | Section prefix | 0-8 15 |
| Contractor | Rogers Construction Co. | Contract number | 4096 |
| Date of contract | 1/22/54, 19 | Date of completion | 8/31/54, 19 |
| Date work started | 8/11/54, 19 | Estimated date of completion | 10/20/54, 19 |
| Project authorization | $ 29880.00 | Per cent of time elapsed | 122.5 % |
| Exclusive of Engineering | $27755.0[illegible] | | |

Estimated cost of completed project, exclusive of engineering . . . $ ~~27755.00~~ 25965.18

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . $ 21[illegible]4.5[illegible]

Engineering cost to date $ 2445.40, 115.1 %

Date project was completed 10/20/54, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The field and office work of remeasure and computing quantities was completed this week and Semi-Final Estimate forwarded to the Division Office.

The Contractor is moving out Plant Equipment and should have the Site cleaned up by the first part of next week.

NOV 1 C

SMITH

NOTED
B. A. MARTIN

RECEIVED
NOV 1 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed C. C. McKinney

Address P. O. Box 532 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 10,815.59C. Y. |  |  |
| Estimated quantities moved or placed to date |  |  | 10,815.59C. Y. |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 9 |  |  |
| Average force on project for week |  |  | 4 |  |  |

Percentages of men employed on contract to be secured from: ................ County, ........%; ................ County, ........%; ................ County, ........%; ................ County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear-Warm |  |  |
| Monday | Clear-Warm |  |  |
| Tuesday | Clear-Warm |  |  |
| Wednesday | Clear-Warm |  |  |
| Thursday | Clear-Warm |  |  |
| Friday | Clear-Warm |  |  |
| Saturday | Clear-Warm |  |  |

RECEIVED
SEP 29 1954
FOR FILING

[illegible]
4096

September 28, 1954

Oregon State Highway Commission

Request for extension of time
No. 2
October 28 and 29 Meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Hermiston Rock Production Project, Contract No. 4096, from August 31, 1954 to November 30, 1954.

The weather conditions seriously delayed all the major contracts which your contractors had and forced delay in starting this rock production project. Since the materials are intended for use in the 1955 season no inconvenience will be caused the State, and I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc· Mr. H. G. Smith

HGS: fp

30-2815

March 2, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 4087, for pavement widening on the Hamilton St.-Vermont St. (Portland) Section of the Pacific Highway West in Multnomah County, awarded January 21, 1954.

Contract No. 4094, for rock production on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties, awarded January 22, 1954.

Contract No. 4096, covering the Hermiston Rock Production Project on the Umatilla-Stanfield, Hermiston, Stanfield-Pendleton and Lexington-Echo Highways in Umatilla County, awarded January 22, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

[illegible]

4 76

January 25, 1954

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4094 and No. 4096 for your combination bid for the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow and Gilliam Counties and for the Hermiston Rock Production Project on four state highways near Hermiston, Stanfield, and Echo in Umatilla County. This award was based on your bids of $41,860.00 and $26,360.00, respectively, which were the low bids submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal forms which contain the specifications and special provisions pertaining to the jobs which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclsoure

30-3412 Pendleton Office Building. 1954

#4097

9

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

| | | |
|---|---|---|
| 30-3412 | | |
| (CONTRACT NO.) 4097 | (EST. NO.) | (CONTRACT0R) |
| 4097 | 4-final | MC CORMACK CONSTR. CO. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 13903 | R-99060 | $ 2,905.45 | 7/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: June 18, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Assistant Secretary

Warrant Mailed: AUG 12 1954

NOTED ON CARD
8-12-54

RECEIVED
FOR FILING

29-241

4 11

July 1, 1954

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland, Oregon

Gentlemen:

State Highway contract No. 4097 for work performed on an office building in Pendleton, Umatilla County was completed by the contractor, McCormack Construction Company, on June 18, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,905.45 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,252.33.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
7/1/54
dc

RECEIVED
MAR 3 1954
FOR FILING

20-3412

4097

March 2, 1954

McCormack Construction Co.
N. E. Third & Goodwin Sts.
Pendleton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4097, which was awarded to you on January 22, 1954 by the State Highway Commission, covering construction of Pendleton Office Building in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
[illegible]
FOR FILING

[illegible]

[illegible]

January 25, 1954

McCormack Construction Company
S. E. Third & Goodwin Streets
Pendleton, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 awarded to you State Highway Contract No. 4097 for construction of the Pendleton Office Building in Umatilla County. This award was based on your bid of $25,000.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Encls.

RECEIVED

[illegible]

30-[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1953

SUBJECT: Proposed Pendleton office building floor plan

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith print of proposed Pendleton office building floor plan and a layout map showing proposed driveway and parking areas. The floor plan has been laid out (1), to conform to the over-all driveway and parking plan (2), to provide office space satisfactory to State Police and Highway requirements and (3), to be basically adaptable to changes in need should others occupy the building in the future.

We have gone over the plan with Captain Bown several times and this proposal appears to meet their approval both as to the arrangement of the space and the amount of space and the corresponding rental cost that will be involved.

The parking area plan worked out in detail by the Landscape Department, provides parking stalls for 8 cars on the south line and 14 cars on the east line with temporary parking space for 5 cars south of the building and 4 cars east of the building. It is planned to prohibit the parking of employee cars in the maintenance station yard and the parking stalls east of the new building would be made available for employee parking.

Our estimate of cost for the building is 2470 sq. ft. at $12.00 = $29,640 Contingencies and engineering $3,705, Total $33,305.

This project was in the 1953 budget and has been carried forward to the 1954 budget so that should these plans meet your approval, the designers may proceed with the preparation of plans and the calling of bids at their early convenience.

By copy of this letter we are requesting Mr. Parson to obtain data as to the exact location of water mains, sewer lines and power lines.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

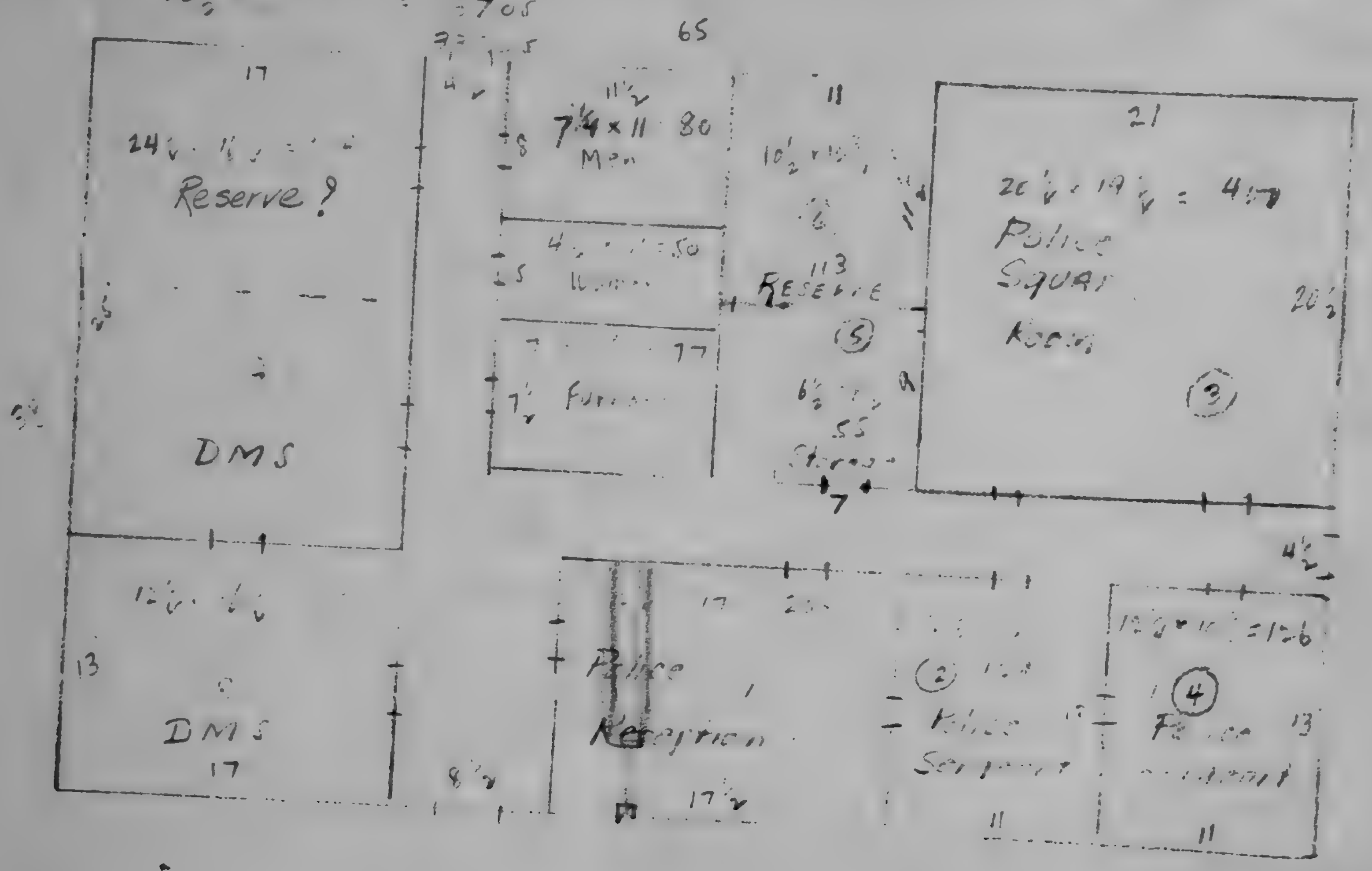
NOTED
W. W. STIFFLER

RECEIVED
NOV 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

IAD:db Encl.
cc- A. F. Parson - Encl.
L. C. Smitton - Encl.
G. S. Paxson - Encl.

PENDLETON OFFICE [illegible]

2470 [illegible] = [illegible]
12½ [illegible] = 3705

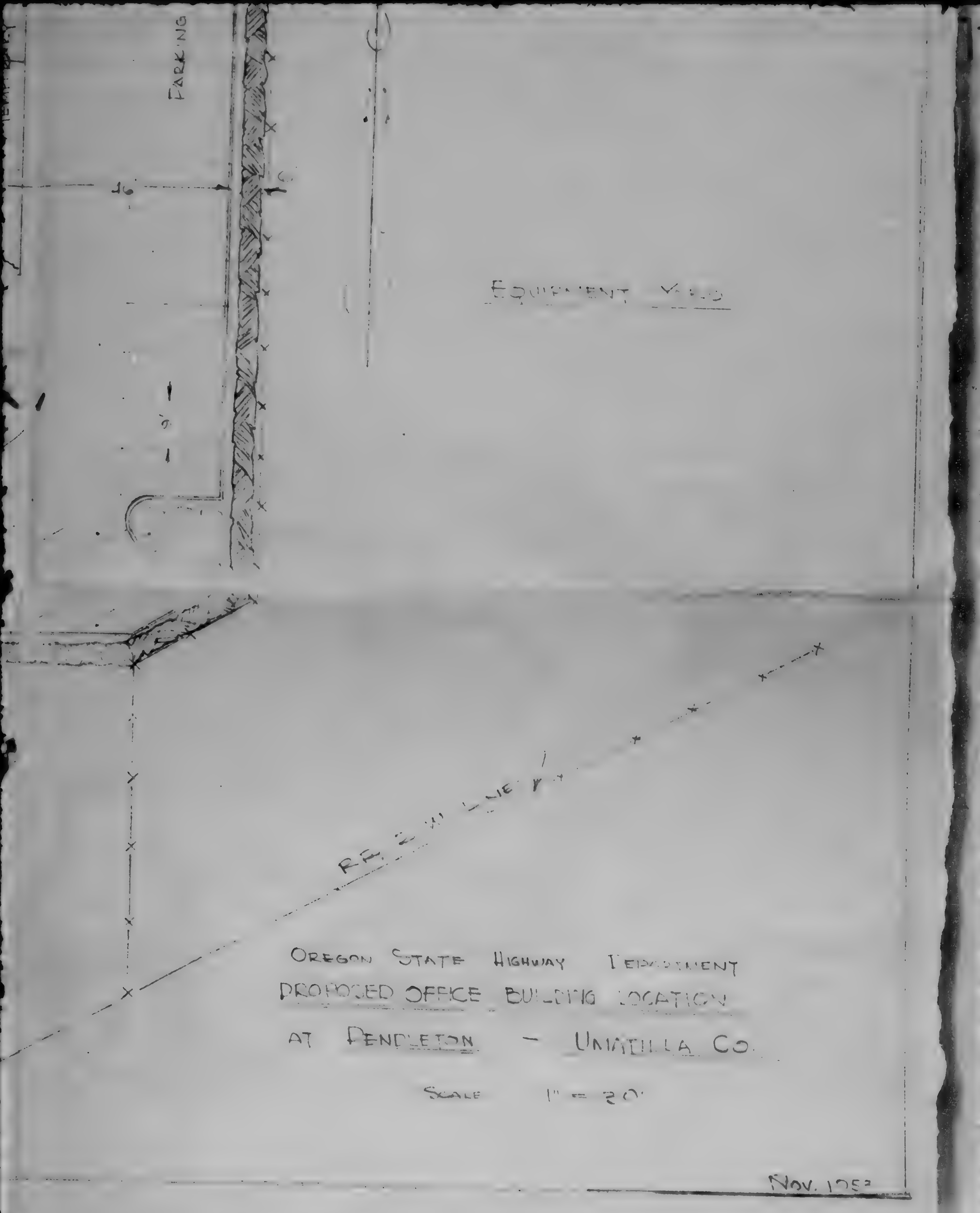

17
24½ [illegible]
Reserve ?
DMS
13
DMS
17
8½
65
11½
7¼ × 11 80
Men
Women
50
17
7½
Furnace
11
10½ × 10½
113
RESERVE
⑤
6½
55
Stores
7
21
20½ × 19½ = 4[illegible]
Police
Squad
Room
③
20½
4½
17
Police
Reception
17½
②
Police
Sergeant
12½ × 10 = 126
④
Police
13
11
11

1 [illegible]
2 [illegible]
[illegible] 400
[illegible] 126
5 55
918

[illegible]
[illegible] 113
[illegible]
[illegible]
706

[illegible]
[illegible]
[illegible]
[illegible] 7

IAD
11-6-53

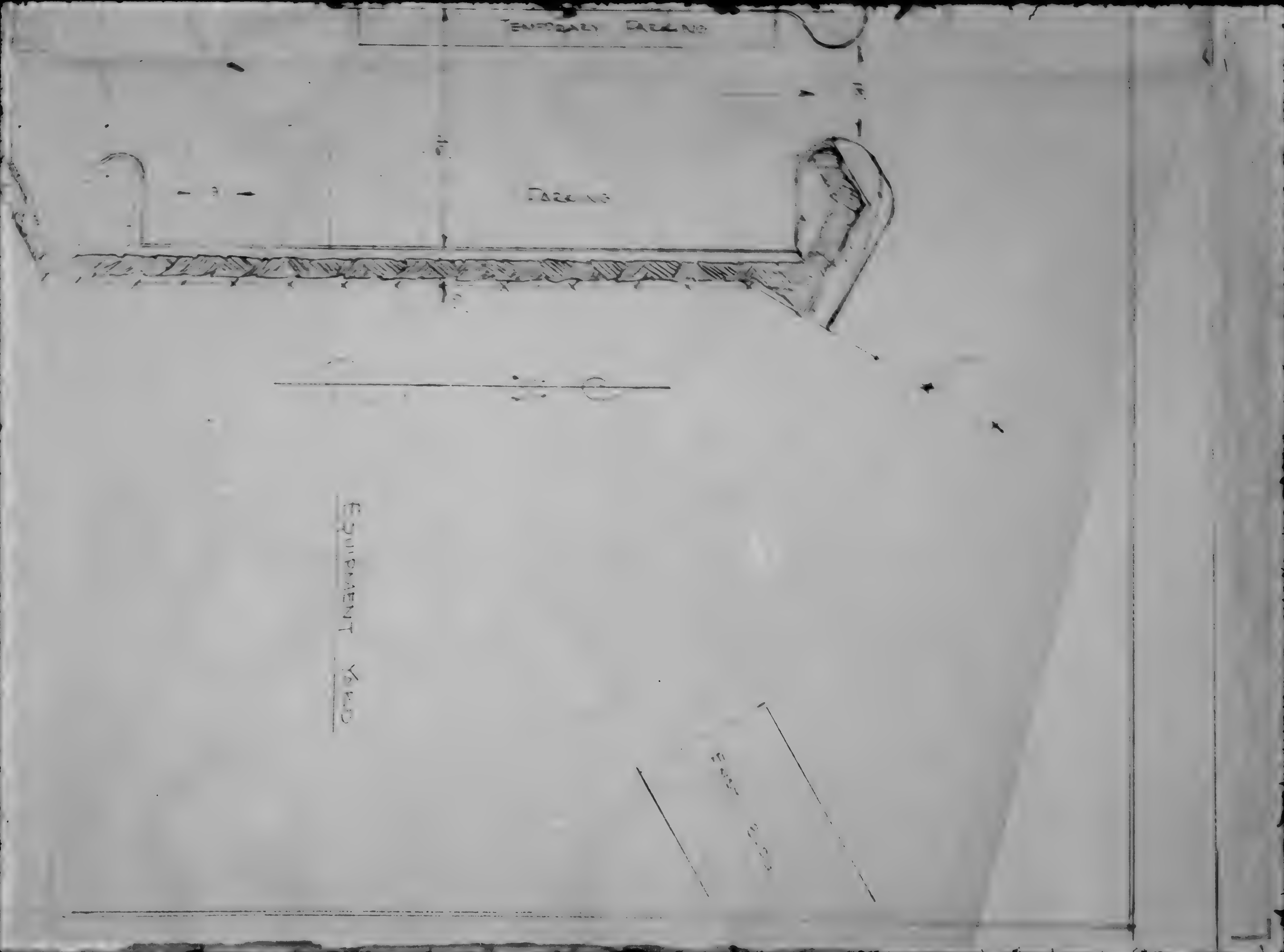


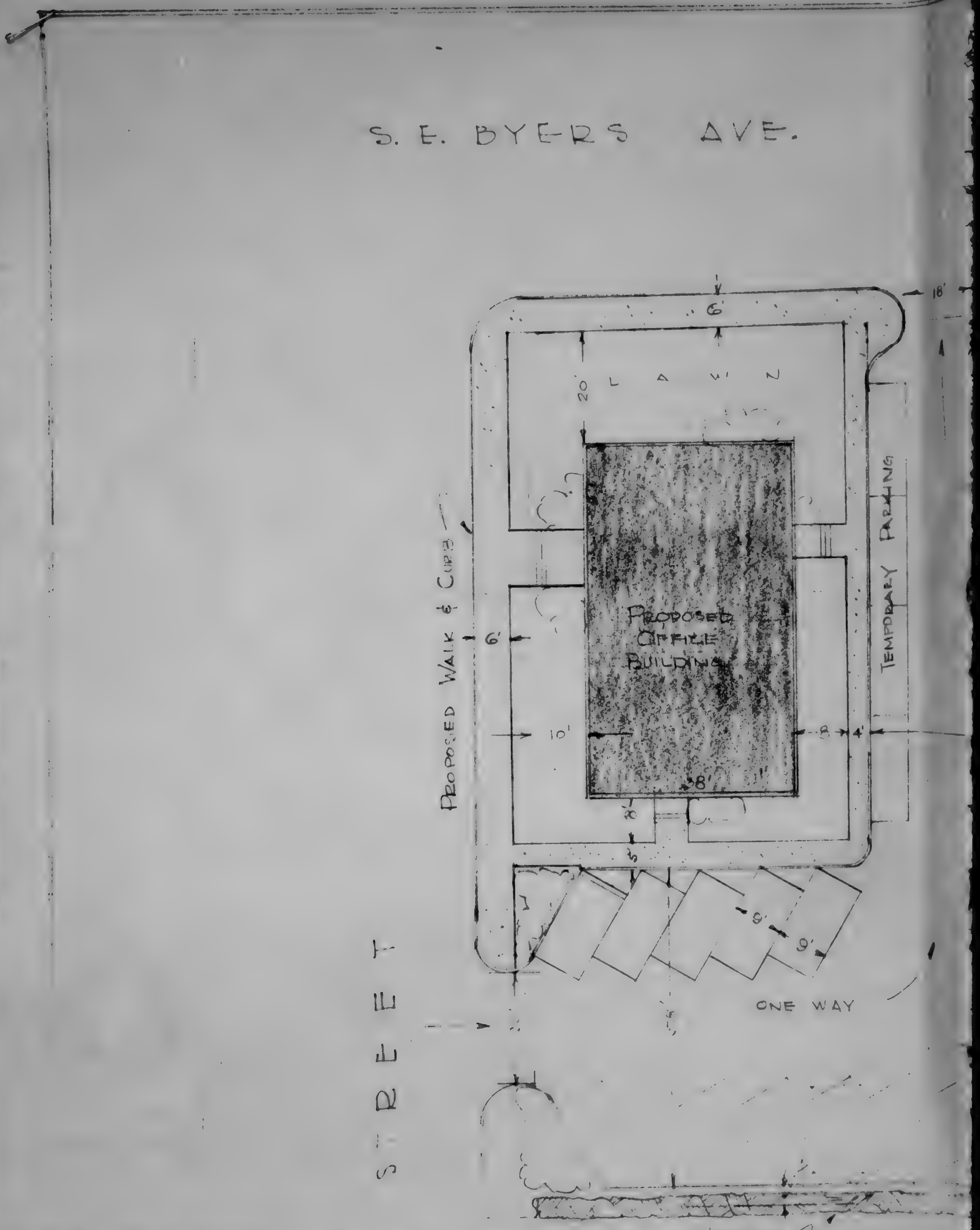
PARKING
16'
9'
EQUIPMENT YARD
R.R. R/W LINE

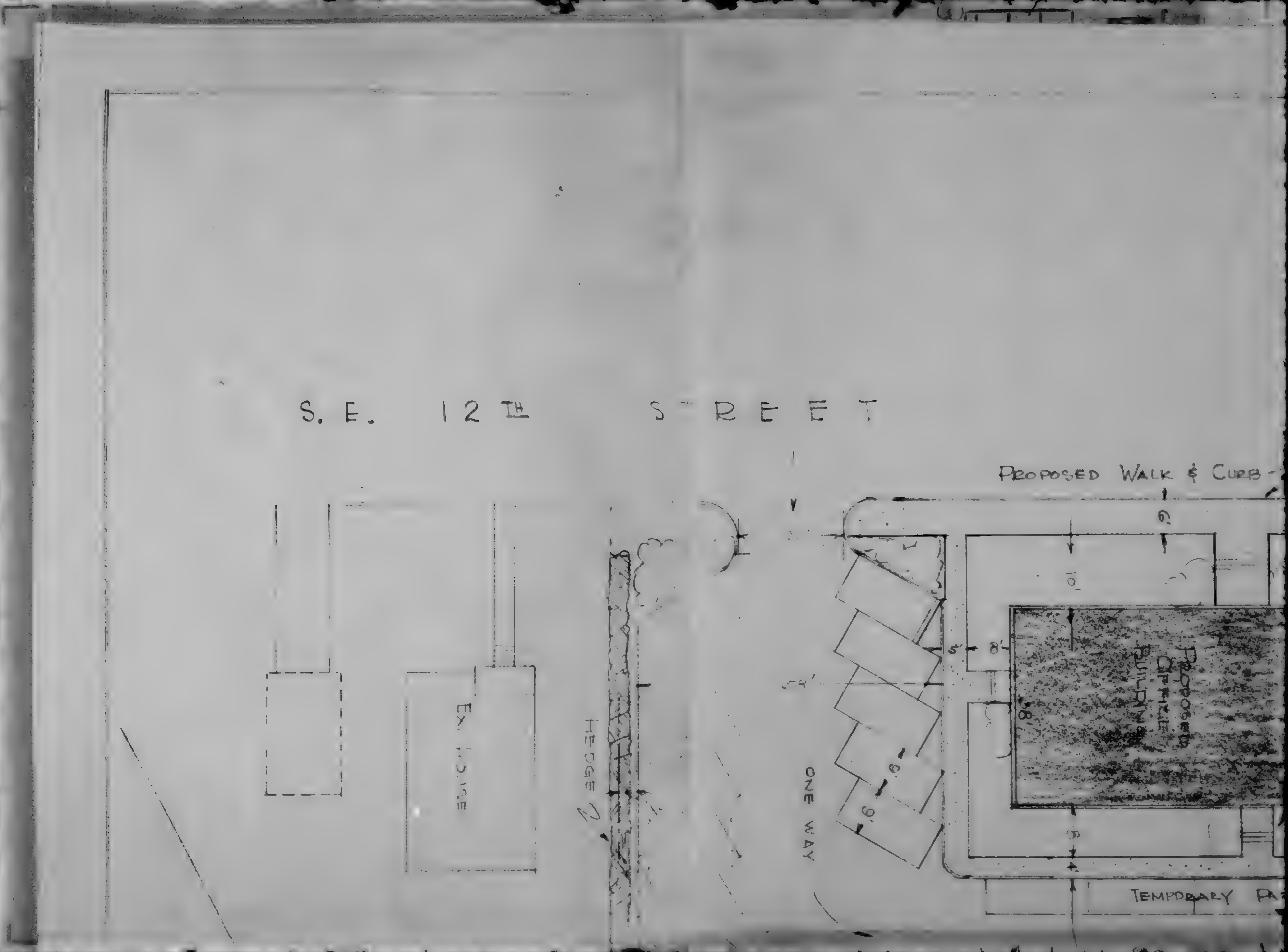
OREGON STATE HIGHWAY DEPARTMENT
PROPOSED OFFICE BUILDING LOCATION
AT PENDLETON - UMATILLA CO.

SCALE 1" = 20'

NOV. 1952


TEMPORARY PARKING
PARKING
EQUIPMENT YARD
EAST SIDE


S. E. BYERS AVE.
L A W N
PROPOSED OFFICE BUILDING
PROPOSED WALK & CURB
TEMPORARY PARKING
STREET
ONE WAY
HEDGE


S. E. 12TH STREET
PROPOSED WALK & CURB
6'
10'
PROPOSED OFFICE BUILDING
5'
8'
8'
38'
9'
9'
8
4'
ONE WAY
HEDGE
EX. HOUSE
TEMPORARY PA

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

30 - 3412

4097

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1953

SUBJECT: Pendleton Office Floor Plan

To:

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

Herewith prints showing proposed Pendleton office floor plan 2, as submitted by your office and 1 a suggested revision by this office. We have moved the State Highway office up front and incorporated halls for better access and privacy. The room areas are about the same as follows:

| | | Plan 2 | | Plan 1 | |
|---|---|---|---|---|---|
| Police | Reception | 264 | | 252 | |
| | Sergeant | 198 | | 200 | |
| | Interrogation | 99 | | 104 | |
| | Squad | 450 | | 460 | |
| | Storage | 66 | | 64 | |
| | | | 1077 | | 1080 |
| Highway | DMS | 132 | | 220 | |
| | Maintenance | 318 | | 264 | |
| | | | 450 | | 484 |
| Halls | | 120 | | 396 | |
| Women | | 44 | | 72 | |
| Men | | 77 | | 84 | |
| Furnace | | 88 | | 84 | |
| | | | 329 | | 636 |
| | | | 1856 | | 2200 |

A feature of the suggested floor plan 1 is that if it is felt expedient, the Highway side of the building could be made larger by extending the north wall to provide four instead of 2 offices. This would be more economical now if the space is liable to be needed in the near future.

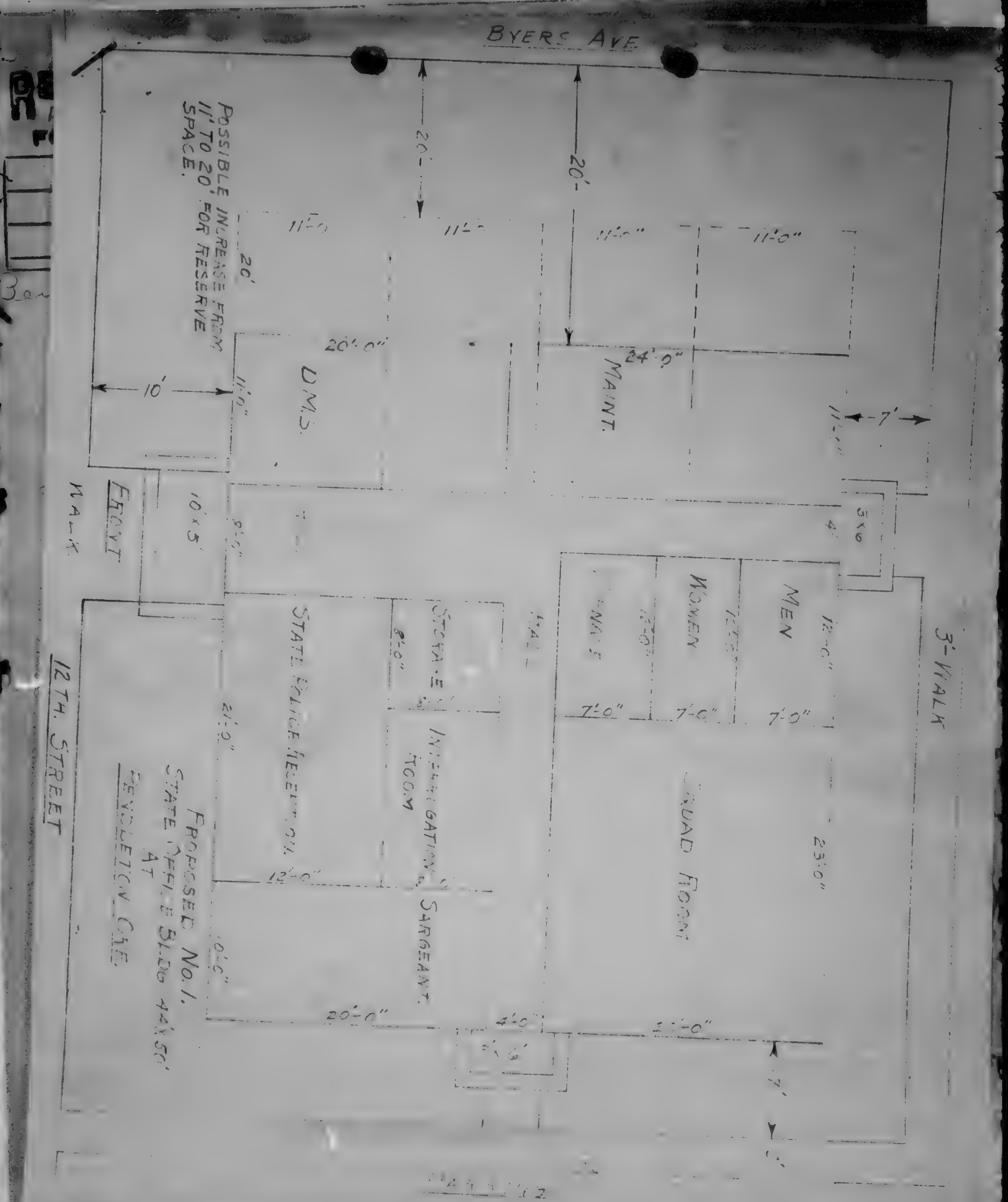
Please inspect these plans and return with your suggestions at your early convenience.

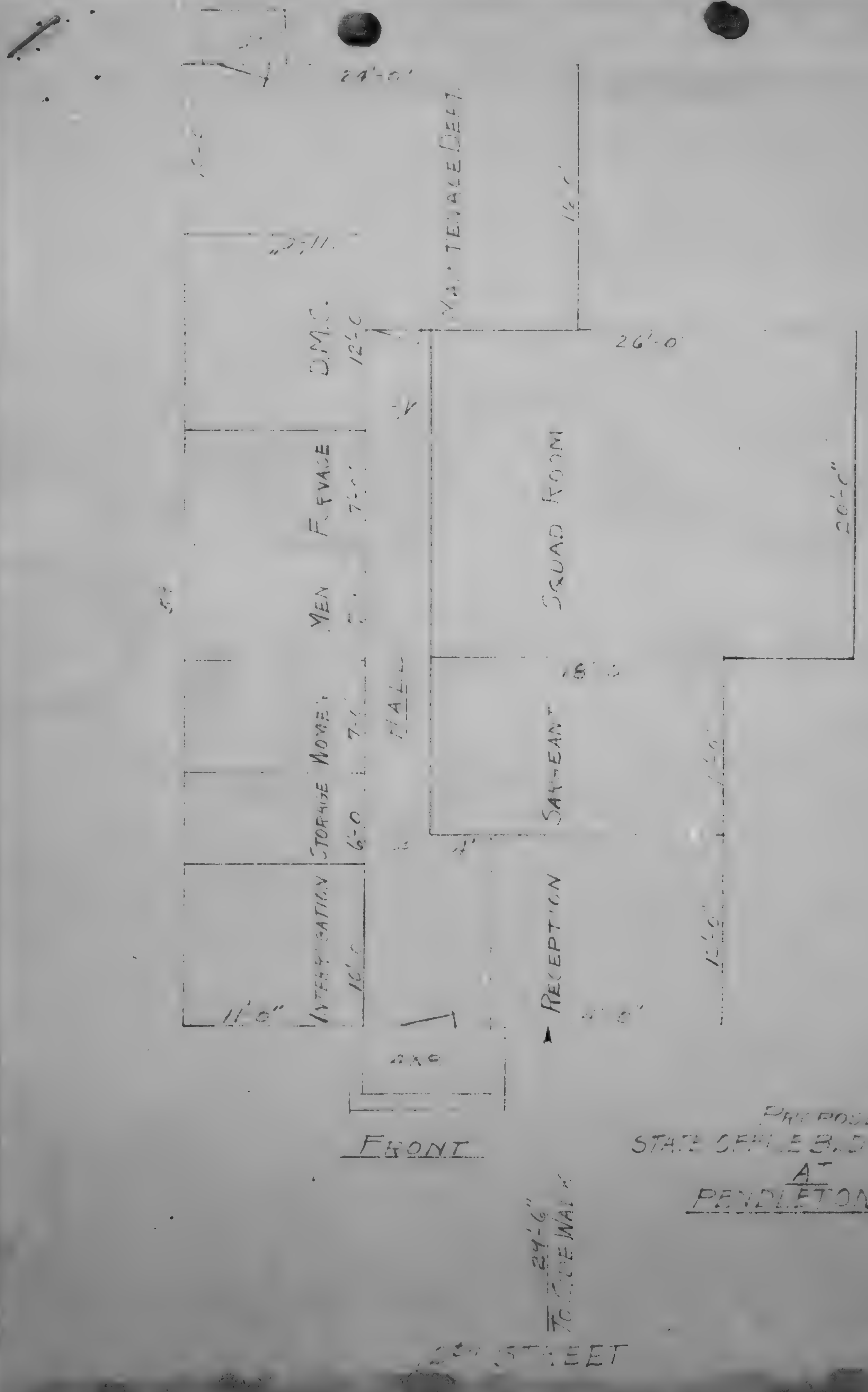
Very truly yours,

I. M. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

IMD:db
cc- L. C. Smitton W. W. Stiffler✓


BYERS AVE
POSSIBLE INCREASE FROM 11' TO 20' FOR RESERVE SPACE.
20'
20'
20'
10'
11'-0"
11'-0"
11'-0"
11'-0"
20'-0"
24'-0"
D.M.V.
MAINT.
7'
FRONT
WALK
10'x5'
8'-0"
5x6
4'
WOMEN
MEN
12'-0"
12'-0"
12'-0"
7'-0"
7'-0"
7'-0"
STORAGE
8'-0"
HALL
STATE POLICE RECEPTION
21'-0"
INTERROGATION ROOM
SARGEANT.
12'-0"
10'-0"
20'-0"
4'-0"
5'x6'
SQUAD ROOM
23'-0"
7'
3' WALK
12TH. STREET
PROPOSED No. 1.
STATE OFFICE BLDG 44'x50'
AT
PENDLETON ORE.


INTERROGATION
11'0"
10'0"
STORAGE
6'0"
WOMEN
7'0"
MEN
FEMALE
7'0"
D.M.V.
12'0"
HALL
4'
RECEPTION
SARGEANT
18'0"
SQUAD ROOM
26'0"
20'0"
12'0"
14'0"
FEMALE DEPT.
24'0"
FRONT
24'6" TO SIDEWALK
STREET

PROPOSED No 2.
STATE OFFICE BLDG 33 X 59'
AT
PENDLETON OREGON

RECEIVED
AUG 24 1953
FOR FILING

30-8412

4097

August 21, 1953

Mr. C. A. Moll
1008 S. E. Court Place
Pendleton, Oregon

Dear Sir:

Referring again to your inquiry under date of July 28, for the consideration of the Highway Commission in the location of an office building to serve the State Police, I respectfully advise you that the Commission is not interested in the property at the intersection of Emigrant and Southeast Court Place. This location was considered by the Highway Commission during its recent inspection trip in Eastern Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. I. A. De France

FORM E-30 25M 9-51 82318

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 18, 1953

**SUBJECT:** Relative to property owned by Mr. Moll in Pendleton - Acquisition of

**To:**

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Mr. A. F. Parson and Mr. L. C. Smitton have inspected the Moll building located at the intersection of Emigrant and Southeast Court Place in Pendleton and report that, in their opinion, the building is not suitable for our needs.

Mr. Smitton states that "the building is a service station which is located beneath the Railroad Viaduct in Pendleton. It is completely surrounded by city streets and is too small for anything we would want."

Very truly yours,

IAD.France

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-

NOTED
W. W. STIFFLER

RECEIVED
AUG 18 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1953
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

3C-3412
4092

Salem, Oregon
July 14, 1953

SUBJECT: Pendleton Maintenance Headquarters

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Herewith a print showing the floor plan of Residence No. 1 adjacent to the Pendleton Maintenance Station.

It has been suggested that this building be remodeled into an office building to provide quarters for the State Police and the District Maintenance Superintendent. The floor plan suggested for the State Police office adjacent to the viaduct included four office rooms, a squad room, a storage room and men and womens toilets, totaling 1,250 sq. ft. The square footage in Residence No. 1 is 1,340 sq. ft. exclusive of porches so that it may be difficult to provide the State Police with the room that they need and make room for the District Maintenance Superintendent in the building.

Your suggestions as to possible revisions will be appreciated. We suggest that the Police at Pendleton be consulted in possible revisions to make the building suitable for their use.

Very truly yours,

I. A. DeFrance

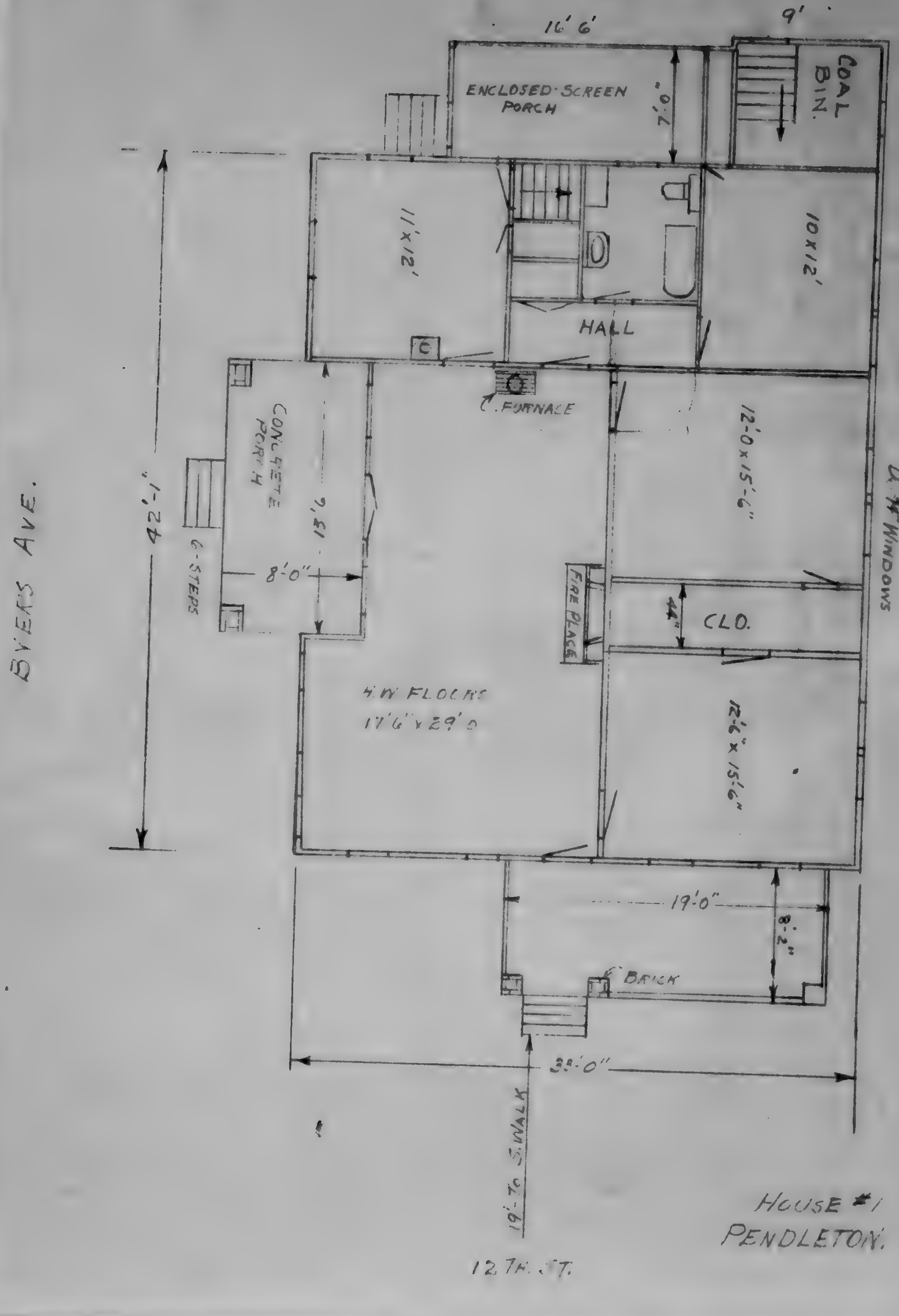
IAD:sh

Enc.

cc: L. C. Smitton

W. W. Stiffler

NOTED
W. W. STIFFLER


16'6'
9'
ENCLOSED SCREEN PORCH
7'0"
COAL BIN
11'x12'
10x12'
HALL
C
C. FURNACE
CONCRETE PORCH
13'6
8'0"
6-STEPS
42'-1"
BYERS AVE.
12'-0"x15'-6"
D.H. WINDOWS
FIRE PLACE
44"
CLO.
H.W. FLOORS
17'6"x29'0
12'6"x15'6"
19'0"
8'2"
BRICK
33'0"
19' TO S.WALK
HOUSE #1
PENDLETON.
12TH ST.

RECEIVED
FOR FILING
30 - 3812
4097

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
June 22, 1953

**SUBJECT:** Proposed office building for State Police at Pendleton

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to the Proposed Office Building for State Police at Pendleton for which $17,000 was set up in the 1953 Maintenance Station Improvement Budget.

I went to Pendleton and went over the various possibilities with Mr. Parson and Mr. Smitton. The first alternate proposed was a 16' addition on the end of our present office building. This plan has been considered for several years but the Police objected inasmuch as the public has some difficulty reaching them there and parking space is limited.

The State Highway Engineers objected to congestion in the yard caused by Highway Engineering and Highway Maintenance Equipment, State Police cars, and public vehicles.

A site at the West end of Pendleton was considered but it involved a deep fill and the construction would be expensive. The building would be adjacent to the Highway and undoubtedly would cause congestion and some interference to traffic. The building would be isolated and for this reason more expensive to maintain yard and approaches and perform janitor work. State Police objected due to distance from Maintenance Station where they service their vehicles.

Mr. Smitton located a state-owned parcel adjacent to the right of way at the Railroad Viaduct in the east part of Pendleton. This location is readily available to traffic from the west end of the Viaduct and is within one and one-half blocks of our maintenance station. The Police were agreeable to these features and the construction of a building 25'x50' for their use was considered. The cost was estimated as follows: 1250 sq. ft. at $11.00 = $13,750 plus 12½% engineering = $15,500 plus $1,500 for driveways, sidewalks, fences, landscaping etc. making a total of $17,000. It seemed that the construction of a building involving this amount of money would not be wise on the small lot available - triangular in shape - 50'x60'x75'. It is also adjacent to the Viaduct and the future may require some changes in this structure to carry traffic. There is an adjacent lot occupied by a large old dwelling. The purchase of this property would provide a larger lot, triangular in shape 160'x125'x200' but still adjacent to the viaduct and subject to future changes in the structure and estimated to cost around $8,000.

NOTED
W. W. STIFFLER

Another alternate was suggested; that the State utilize property now owned adjacent to our Maintenance Station but temporarily occupied by state-owned houses that are rented on a monthly rental basis. There are three houses on this property and a study of the possible locations of an office building that would be readily accessible to the public and provide some off street parking for State Police cars, with driveways and landscaping for a permanent layout leads to the conclusion that the three houses should all be removed. This plan would provide office space for the Police, ready access to the public from S.E. 12th Street, parking space for Police cars outside of our maintenance yard and some additional storage space in the Maintenance Station yard. None of the homes were considered suitable for remodeling for office use.

It was further suggested that an additional 500 sq.ft. of office space be provided in the new building and the DMS be located there also to provide ready accessibility to the public. The Locating and Constructing Engineers have much less occasion to meet the public and could well be assigned to occupy the office space in the present building. The additional cost of the 500 sq.ft. would be approximately $5,000 and funds to cover this increase in the cost could be transferred from funds set up originally for housing at Meacham but held up for further investigation.

I discussed this plan with Captain Dunn of State Police and he assured me it was the best solution to their needs that had been proposed to him as yet.

A copy of Mr. Parson's letter is enclosed, also the map he submitted.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encls.
cc-

FORM E-30 25M 9-51 52315

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 18, 1953

SUBJECT:

To: Mr. I. A. DeFrance
Assistant Maintenance Engineer
Salem, Oregon

Dear Mr. DeFrance:

It is understood that we have $17,000.00 for an addition to the maintenance office in Pendleton.

Because of congested traffic conditions in yard and due to the fact that we need storage space for our bridge crew materials it would add to our efficiency to have the State Police out of the building.

We could then move our resident engineers into the present Police office and use the resident engineer's office for bridge crew storage. By building an addition on present building, we would gain nothing except to give the District Maintenance Superintendent more office space and would still have a storage shed for bridge crew to build. The State Police would still be too crowded.

It is recommended that we use our additional area just west of our maintenance building for the construction of a new police office and D.M.S. office. This space is at present occupied by three houses which we are renting to State employees. These houses could be sold and moved off ground and new office building constructed over the existing basement in the northwest house.

The present D.M.S. office does not have a woman's rest room and this would also have to be built in our present location. By moving D.M.S. office to new police office building, this rest room construction expense would also be eliminated.

By moving all three houses off our lot we would gain additional storage space which is needed.

Another alternate would be to construct a State Police building near the west end of the overcrossing as shown on the attached sketch. This location would not be as advantages to us as the one adjacent to our present office and we should probably purchase the property just east of the lot and put office there as there is a possibility of our widening the overcrossing some day.

Captain Dunn of the State Police has indicated his approval of either site but has a preference for the one adjacent to our present office. Traffic flow to and from the proposed offices are both similar and good.

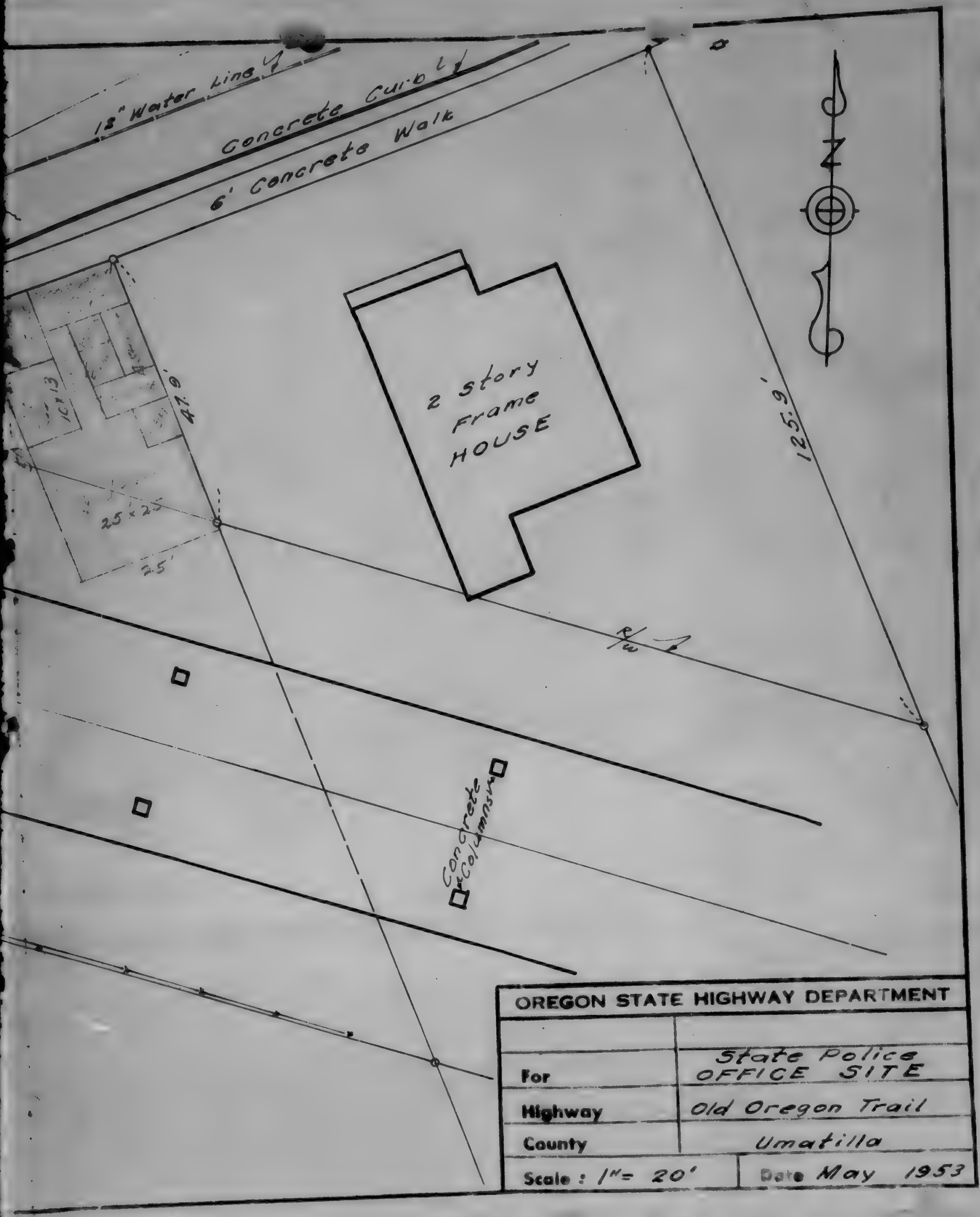
If the decision is for the site adjacent to our present building, we will make up a sketch of our ideas on the general layout.

Very truly yours,

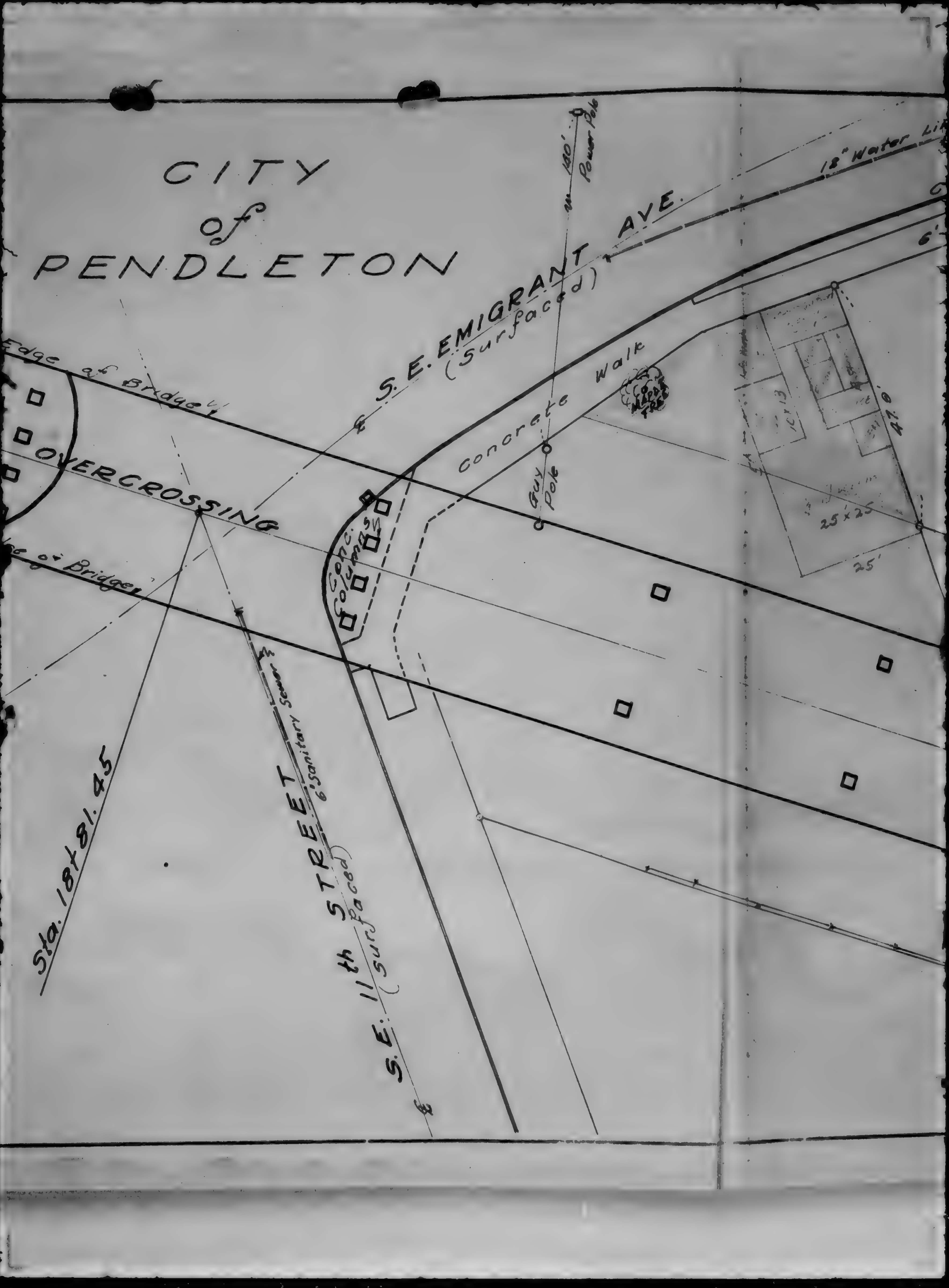
A. F. Parson
Division Engineer

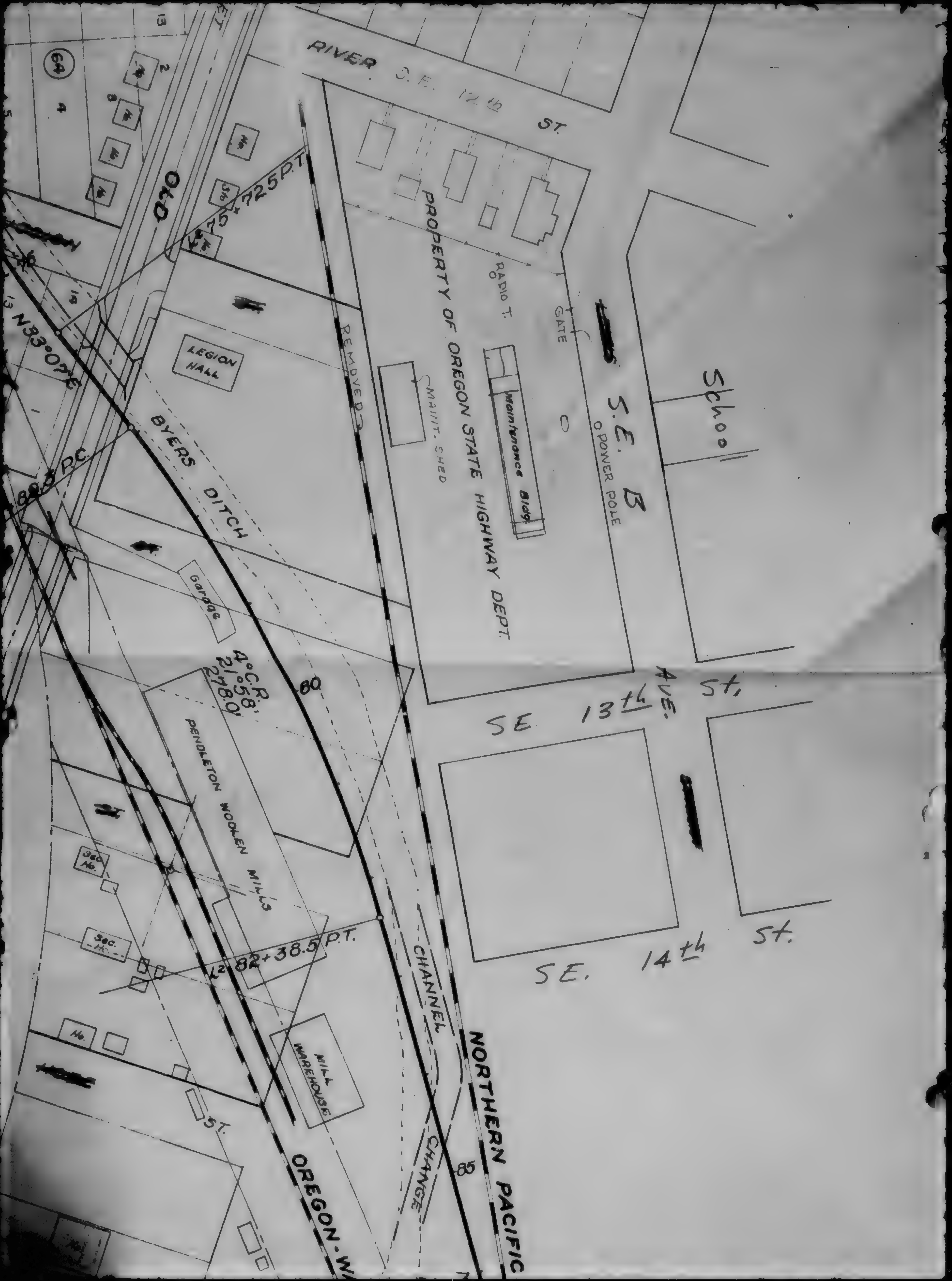
AFP:gb

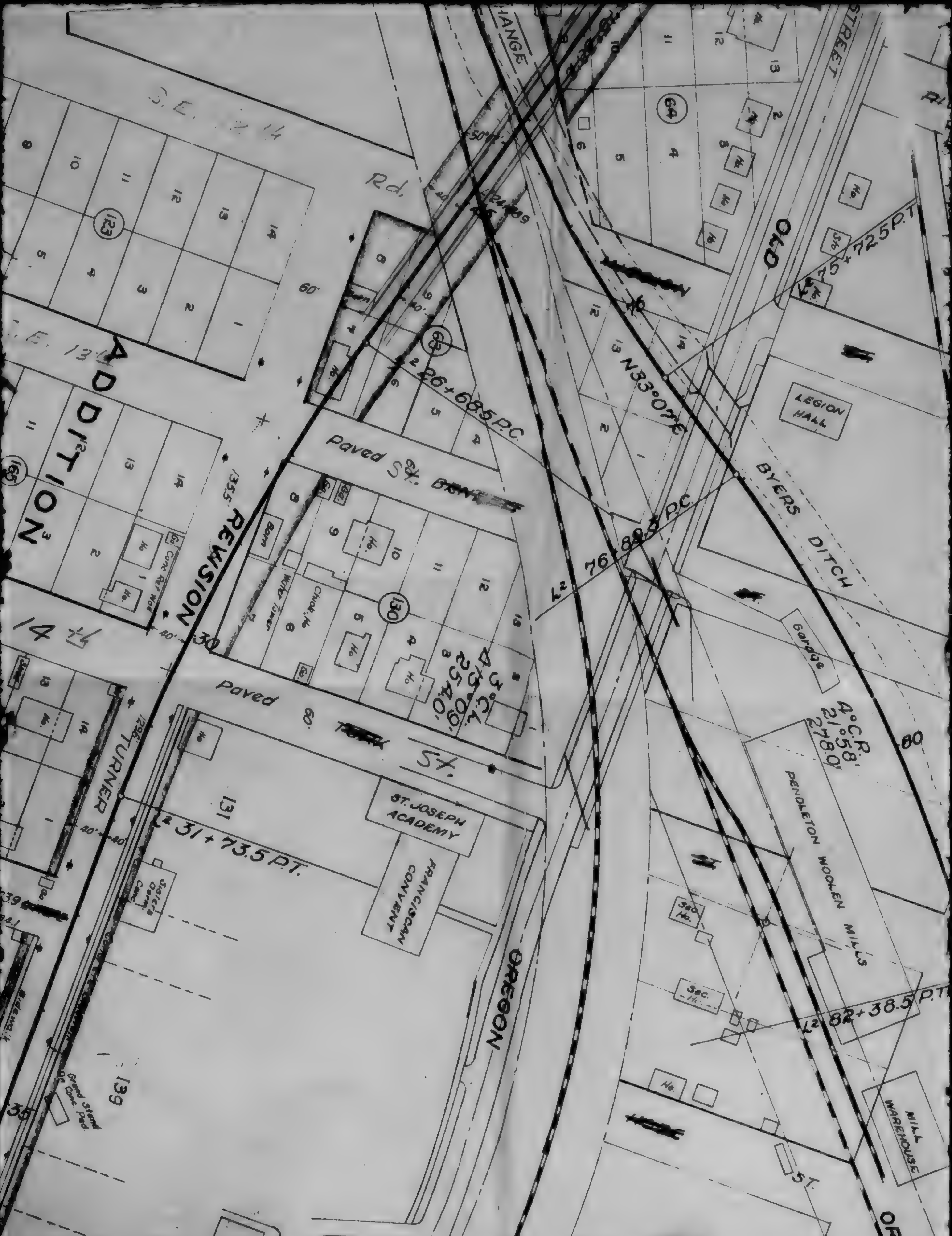
cc: L. C. Smitton

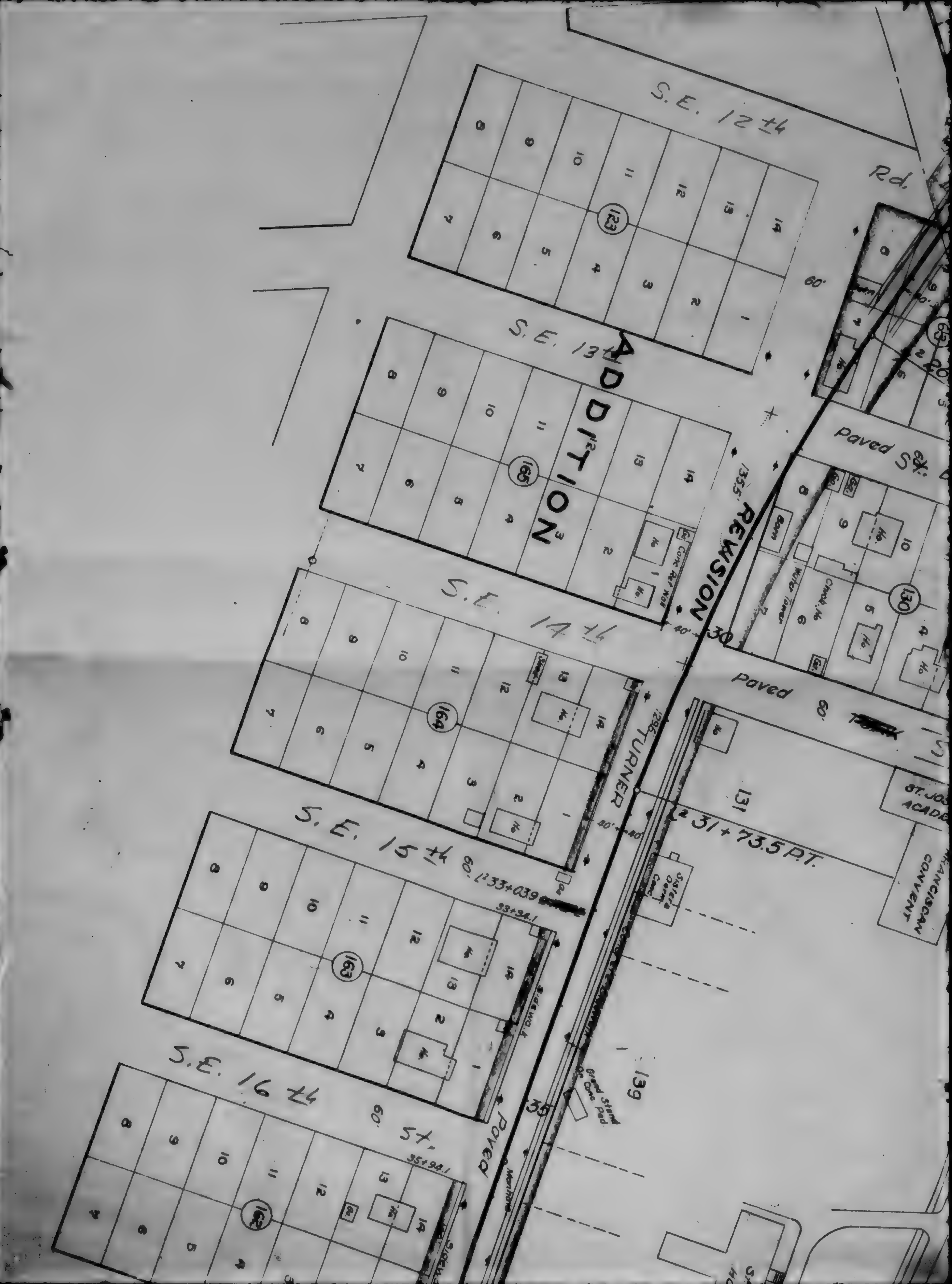

12" Water Line ℄
Concrete Curb ℄
Concrete Walk
6' Concrete Walk
N
2 Story Frame HOUSE
47.9'
125.9'
10×13
25×25
25'
R/W ℄
Concrete Columns

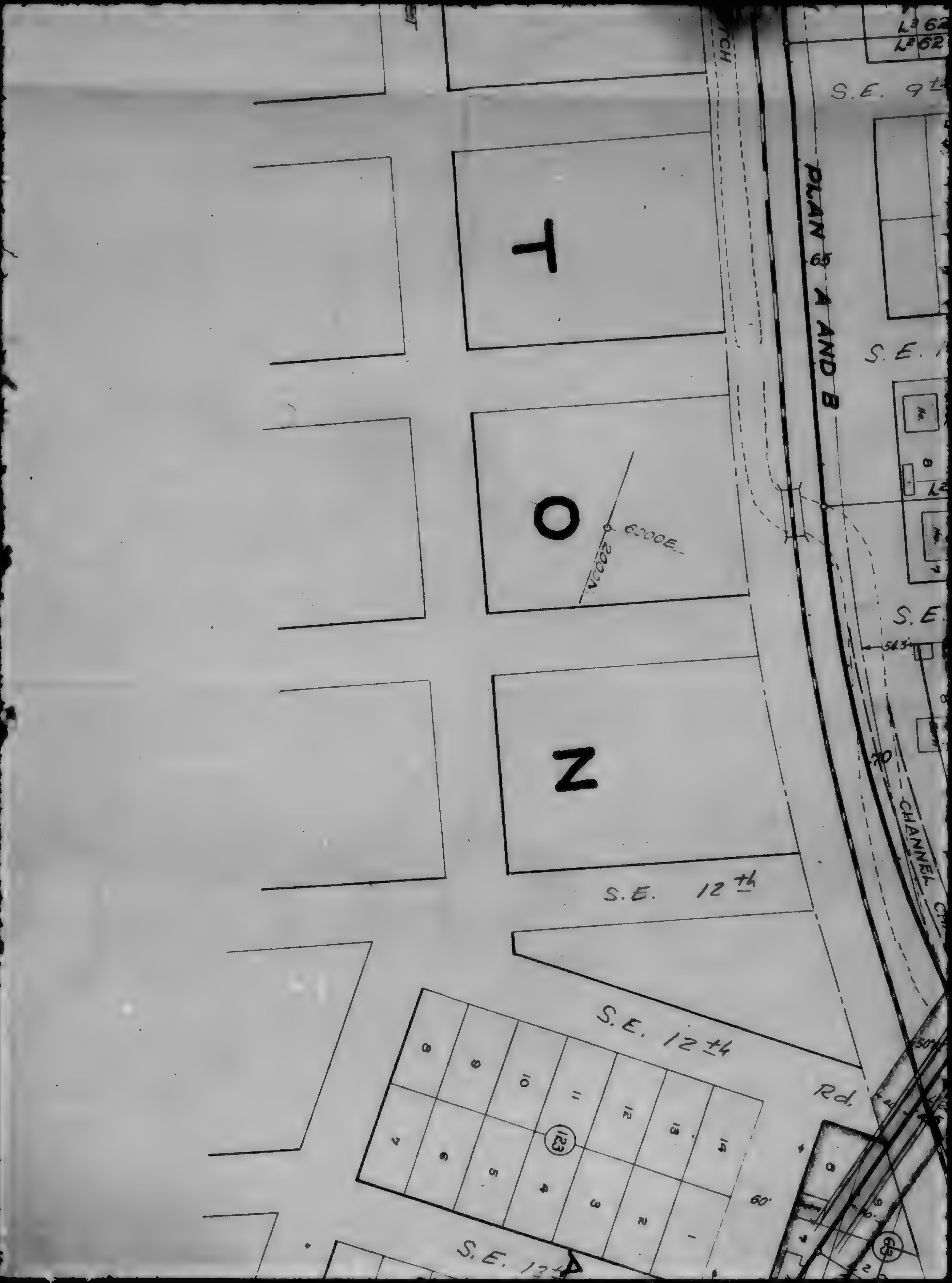
| | |
|---|---|
| **OREGON STATE HIGHWAY DEPARTMENT** | |
| **For** | State Police OFFICE SITE |
| **Highway** | Old Oregon Trail |
| **County** | Umatilla |
| **Scale :** 1"= 20' | **Date** May 1953 |

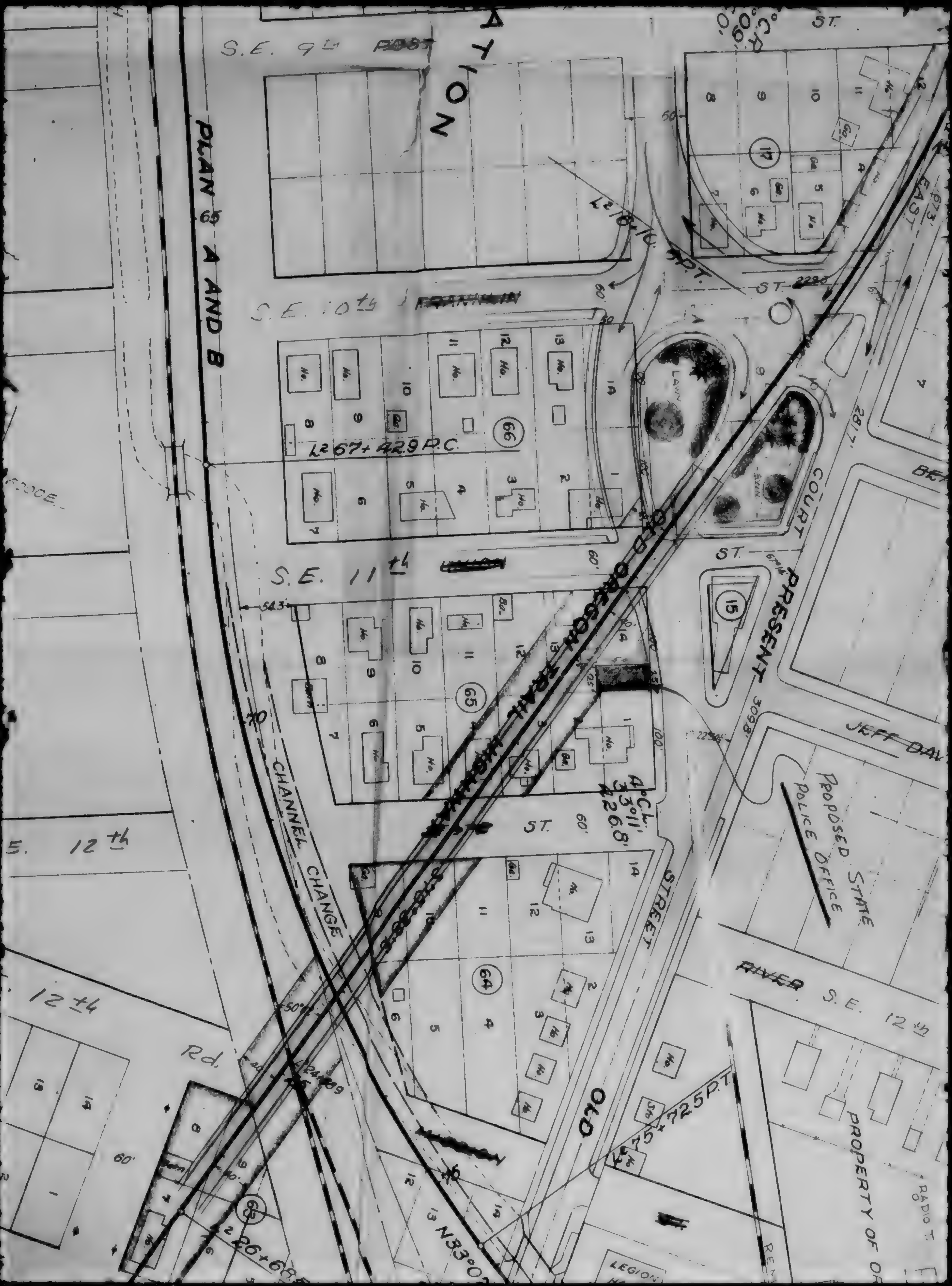

CITY
of
PENDLETON
S.E. EMIGRANT AVE.
(Surfaced)
12" Water Li
180'
Power Pole
6'
Edge of Bridge
OVERCROSSING
Edge of Bridge
Concrete Walk
Maple Tree
Guy Pole
Conc. Columns
10'x13
47.0'
25'x25'
25'
Sta. 18+81.45
S.E. 11th STREET
(Surfaced)
6" Sanitary Sewer

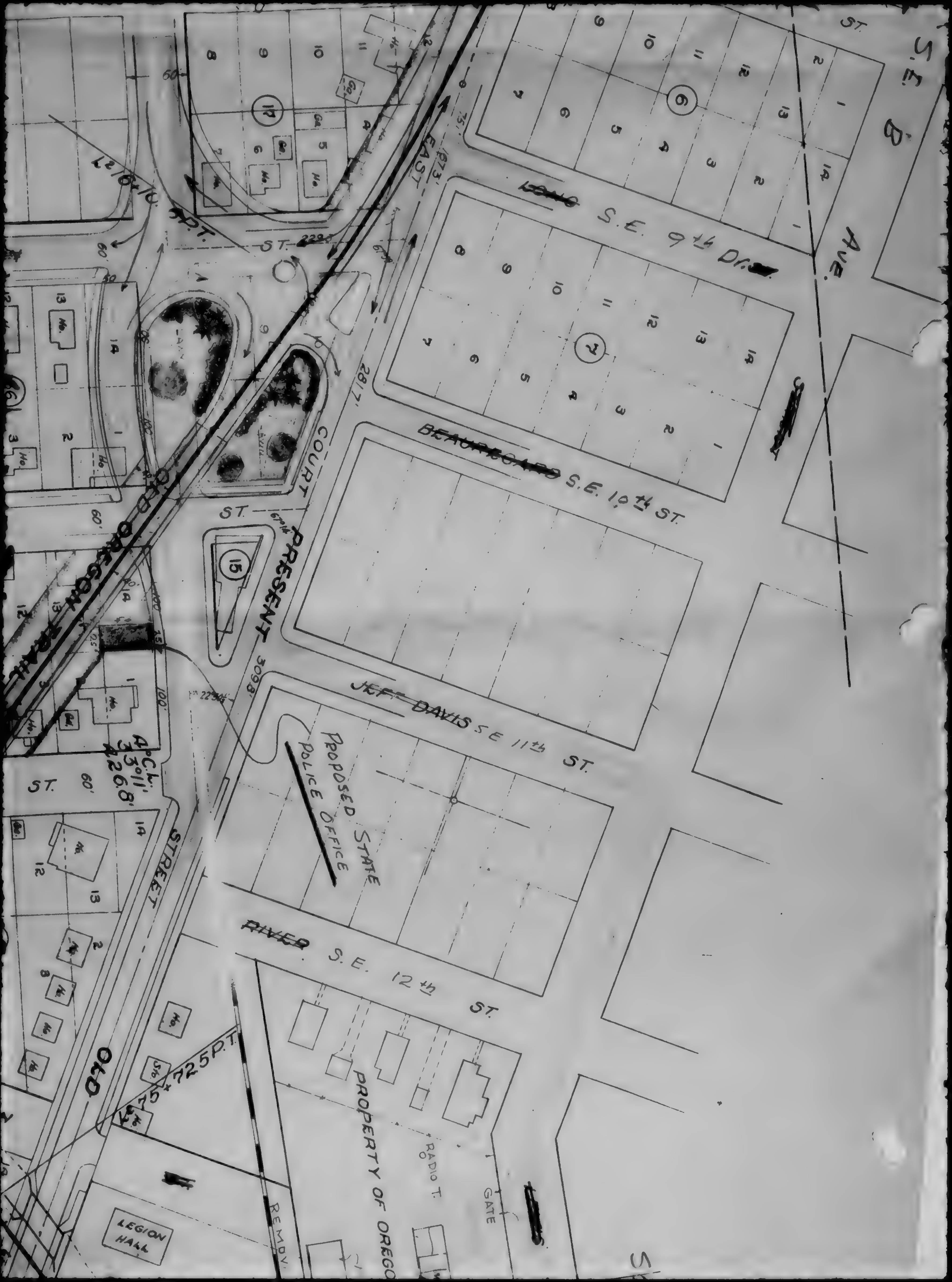

64
13
5
4
2
3
Ho.
RIVER S.E. 12th ST.
OLD
75+72.5 P.T.
Sh.
PROPERTY OF OREGON STATE HIGHWAY DEPT.
RADIO T.
GATE
REMOVED
MAINT. SHED
Maintenance Bldg.
LEGION HALL
N33°07'E
BYERS DITCH
82.5 P.C.
S.E. B
School
POWER POLE
Garage
4°C.R.
21°58'
278.0'
80
PENDLETON WOOLEN MILLS
Sec. Ho.
Sec. Ho.
82+38.5 P.T.
SE 13th Ave. St.
SE. 14th St.
CHANNEL
CHANNEL CHANGE
NORTHERN PACIFIC
MILL WAREHOUSE
Ho.
ST.
85
OREGON-W

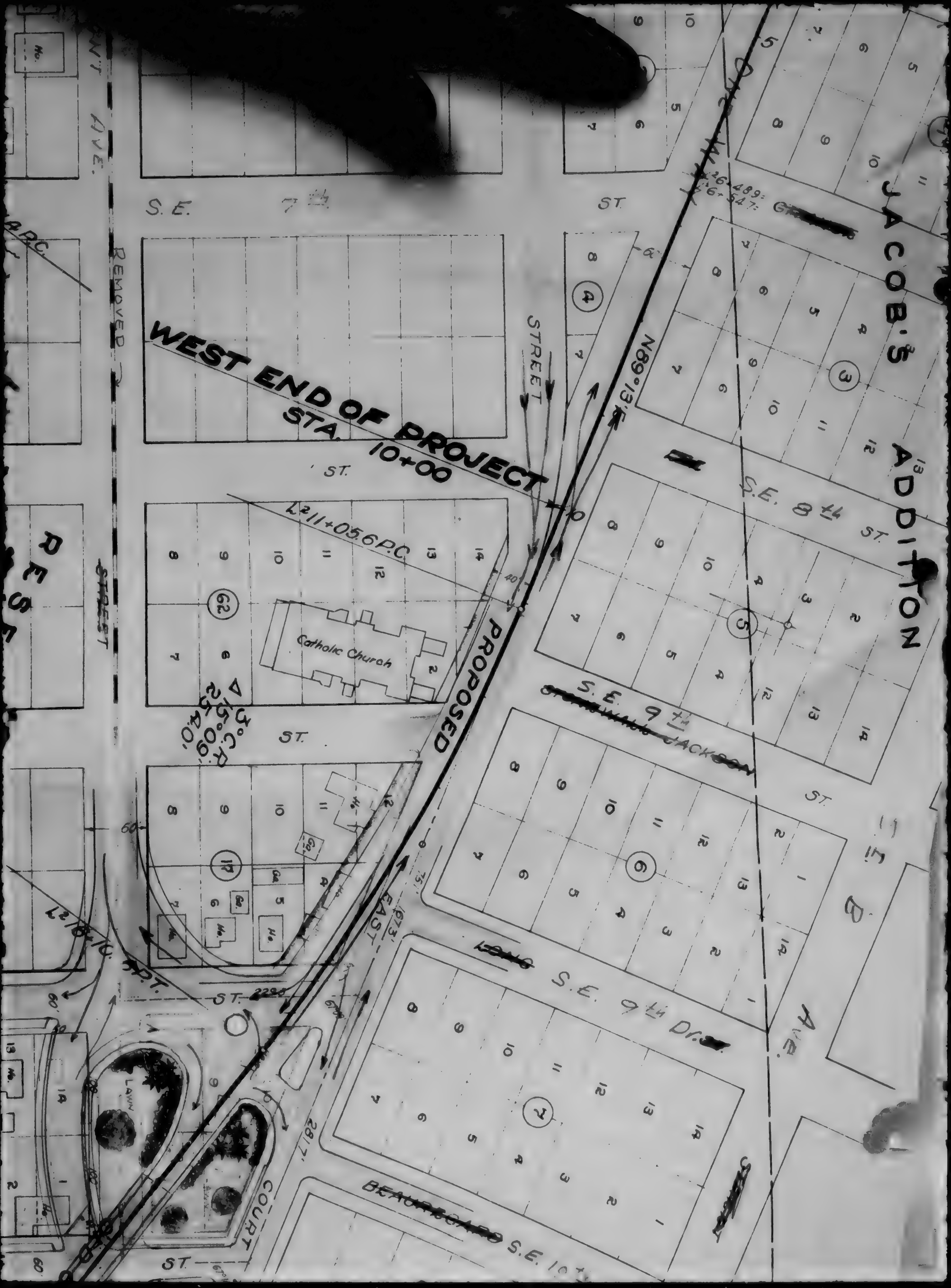

S.E. 1/4 14
Rd.
123
ADDITION
165
REVISION
14 1/4
Paved St.
Paved St.
TURNER
Barn
Water Tower
Chick. Ho.
130
131
139
Ho.
ST. JOSEPH ACADEMY
FRANCISCAN CONVENT
Sisters Dorm. Conc.
Grand Stand of Conc. Pad
Sidewalk
OREGON
63
64
RANGE
OLD
STREET
LEGION HALL
BYERS DITCH
N33°07'E
L² 26+68.5 P.C.
L² 45+72.5 P.T.
L² 76+82.5 P.C.
L² 31+73.5 P.T.
L² 82+38.5 P.T.
4°C.L.
15°09'
2540.0'
4°C.R.
21°58'
2780.0'
Garage
PENDLETON WOOLEN MILLS
MILL WAREHOUSE
Sec. Ho.
Sec. Ho.
ST.
OREGO
60'
80
30
35
50'


S.E. 12th Rd.
123
S.E. 13th
ADDITION
REVISION
165
Conc. Ret. Wall
Ho.
135.5
60'
S.E. 14th
164
Shed
TURNER
129.6
40'
30
Paved St.
Barn
Water Tower
Church Ho.
Ho.
130
Paved 60'
131
31+73.5 P.T.
ST. JOS
ACADE
FRANCISCAN CONVENT
Sisters Dorm Conc.
S.E. 15th 60'
33+039
33+94.1
163
Sidewalk
S.E. 16th 60' St.
35+94.1
162
Paved
Manhole
35
Grand Stand on Conc. Pad
139

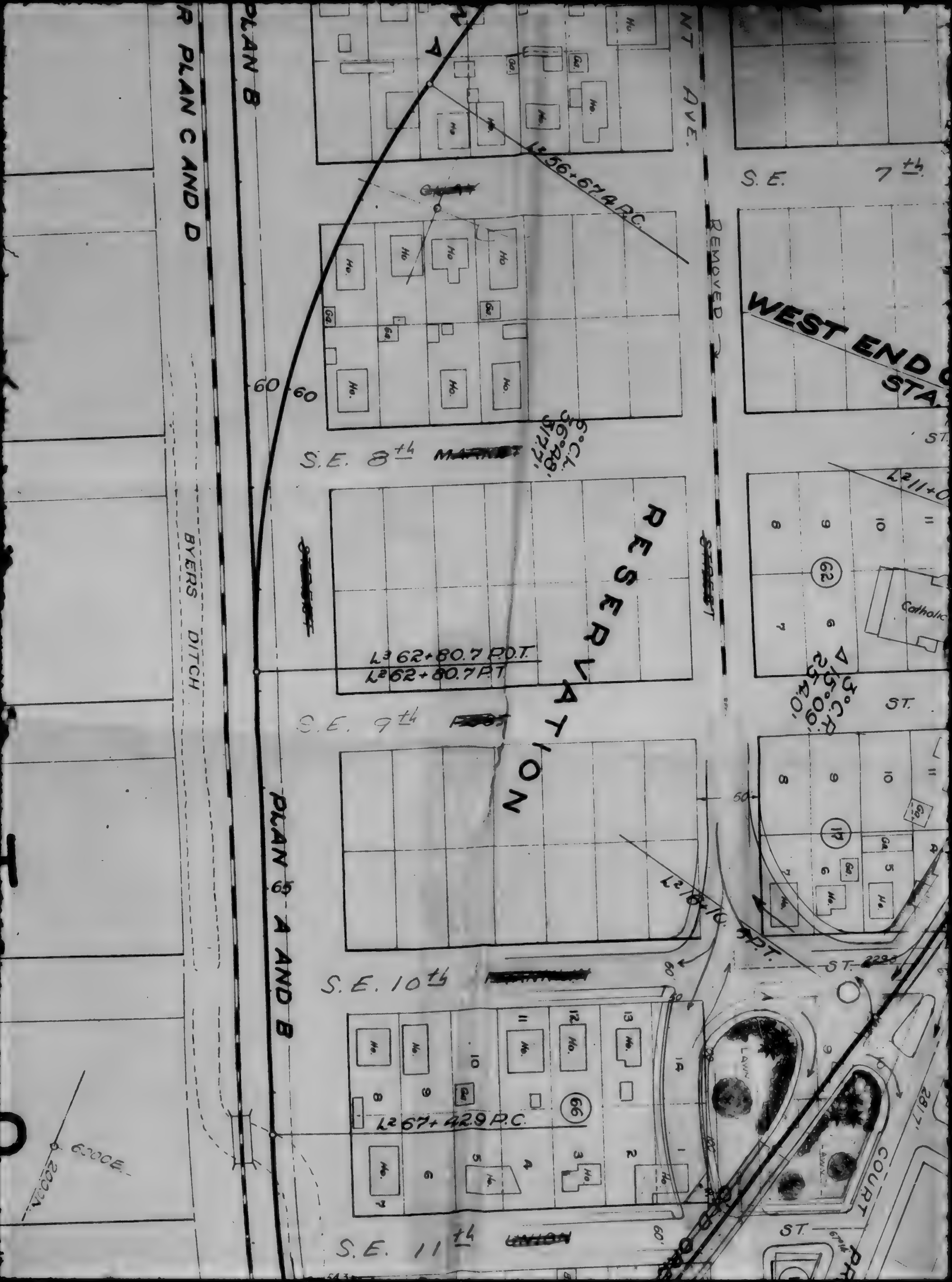

L² 62
L² 62
S.E. 9th
TCH
PLAN 65 A AND B
T
S.E.
O
6000E.
2000N.
S.E.
523
Z
70
CHANNEL
S.E. 12th
S.E. 12th Rd.
8
9
10
11
12
13
14
123
7
6
5
4
3
2
1
60'
S.E. 13th
68

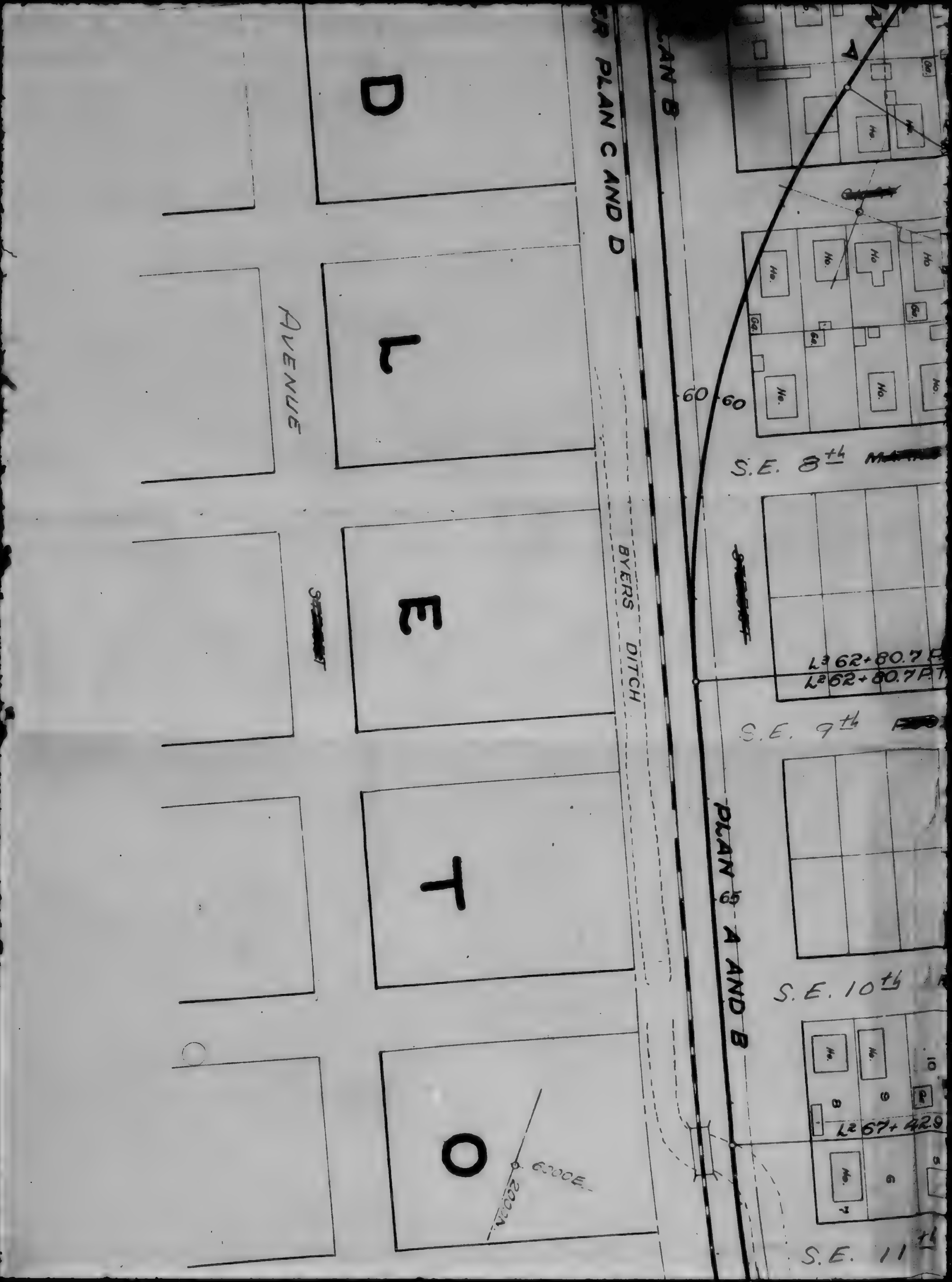

S.E. 9th ~~POST~~
ATION
PLAN 65 A AND B
L2 76+10 P.T.
ST. 2230
S.E. 10th ~~FRANKLIN~~
LAWN
L2 67+429 P.C.
66
17
S.E. 11th ~~UNION~~
OLD OREGON TRAIL HIGHWAY
65
4° C.L.
33°11'
426.8'
ST.
60'
ST.
15
PRESENT COURT ST.
EAST
~~JEFF DAV~~
PROPOSED STATE POLICE OFFICE
S. 12th
CHANNEL CHANGE
STREET
64
~~RIVER~~ S.E. 12th
12th
Rd.
OLD
L2 75+72.5 P.T.
PROPERTY OF OR
RADIO T
63
26+68.5
N33°07
LEGION

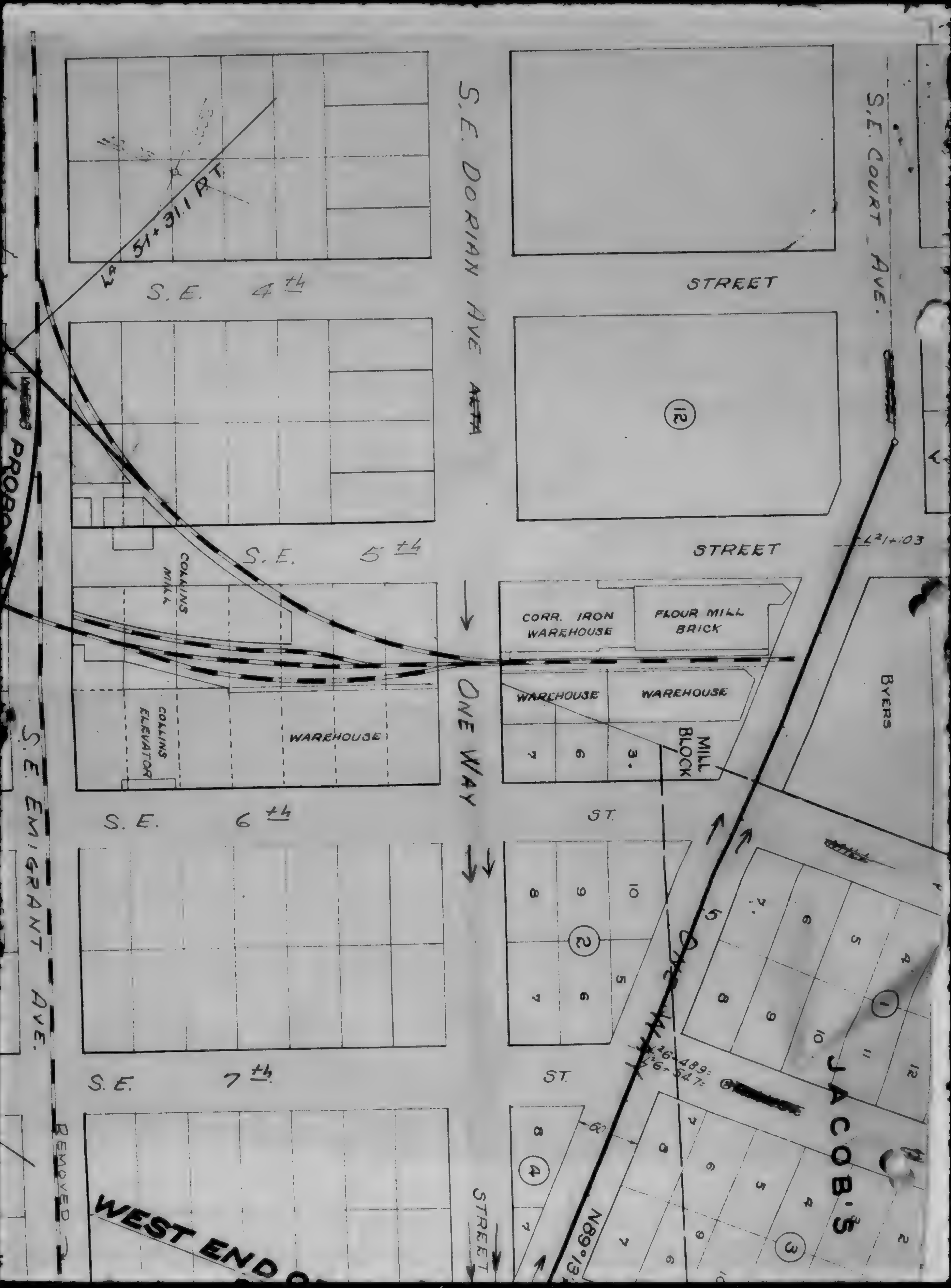

OLD OREGON TRAIL
PRESENT COURT ST.
EAST
OLD STREET
~~LONG~~ S.E. 9th Dr.
~~BEAUREGARD~~ S.E. 10th ST.
~~JEFF DAVIS~~ S.E 11th ST.
~~RIVER~~ S.E. 12th ST.
S.E. B AVE.
ST.
PROPOSED STATE POLICE OFFICE
PROPERTY OF OREGO
RADIO T.
GATE
LEGION HALL
REMDV.
2216+10.0 P.T.
75+72.5 P.T.
4° C.L.
33°11'
226.8'
173.1'
281.7
309.8
60'
100'
17
6
7
15
16
Ho.

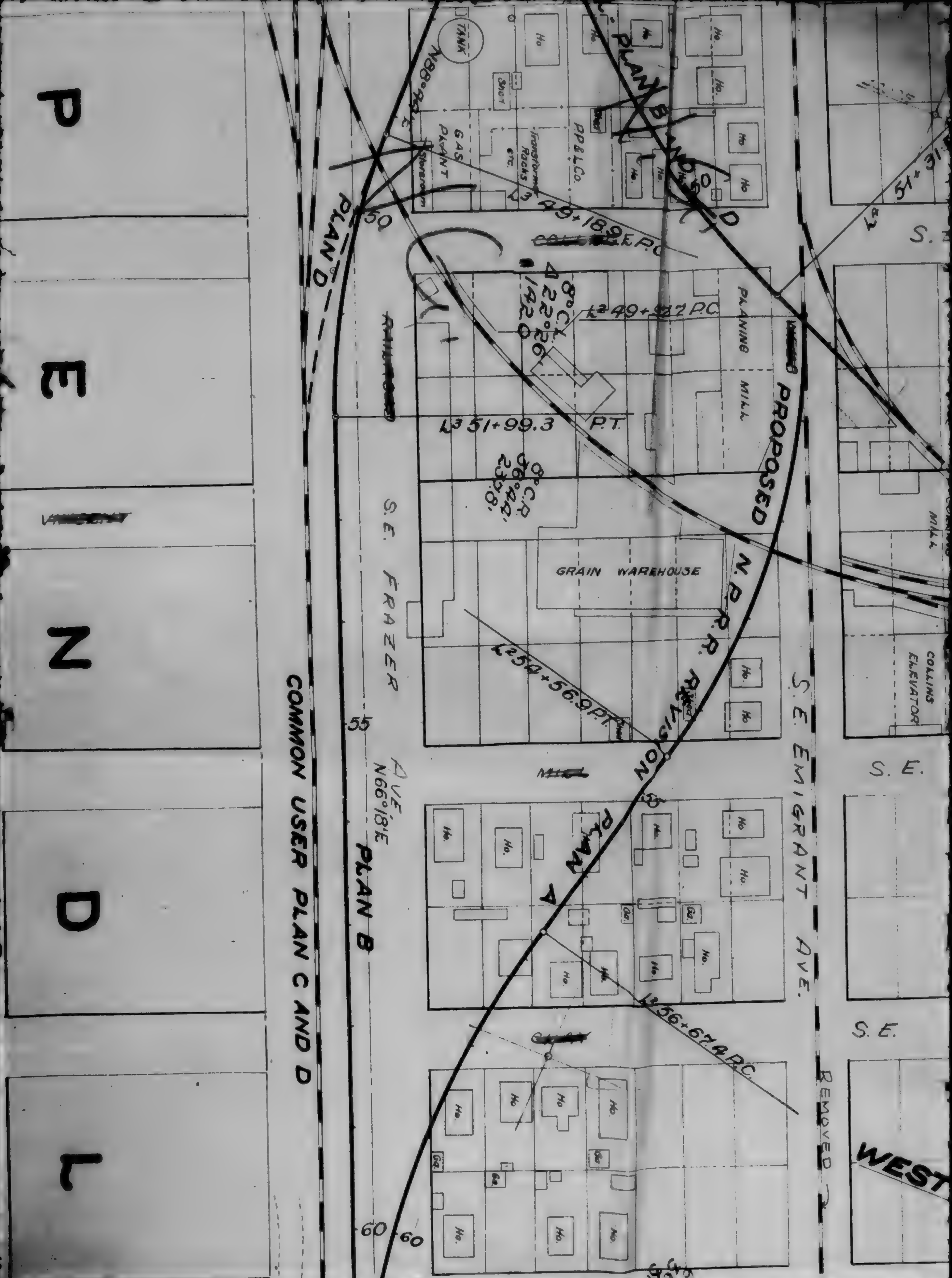


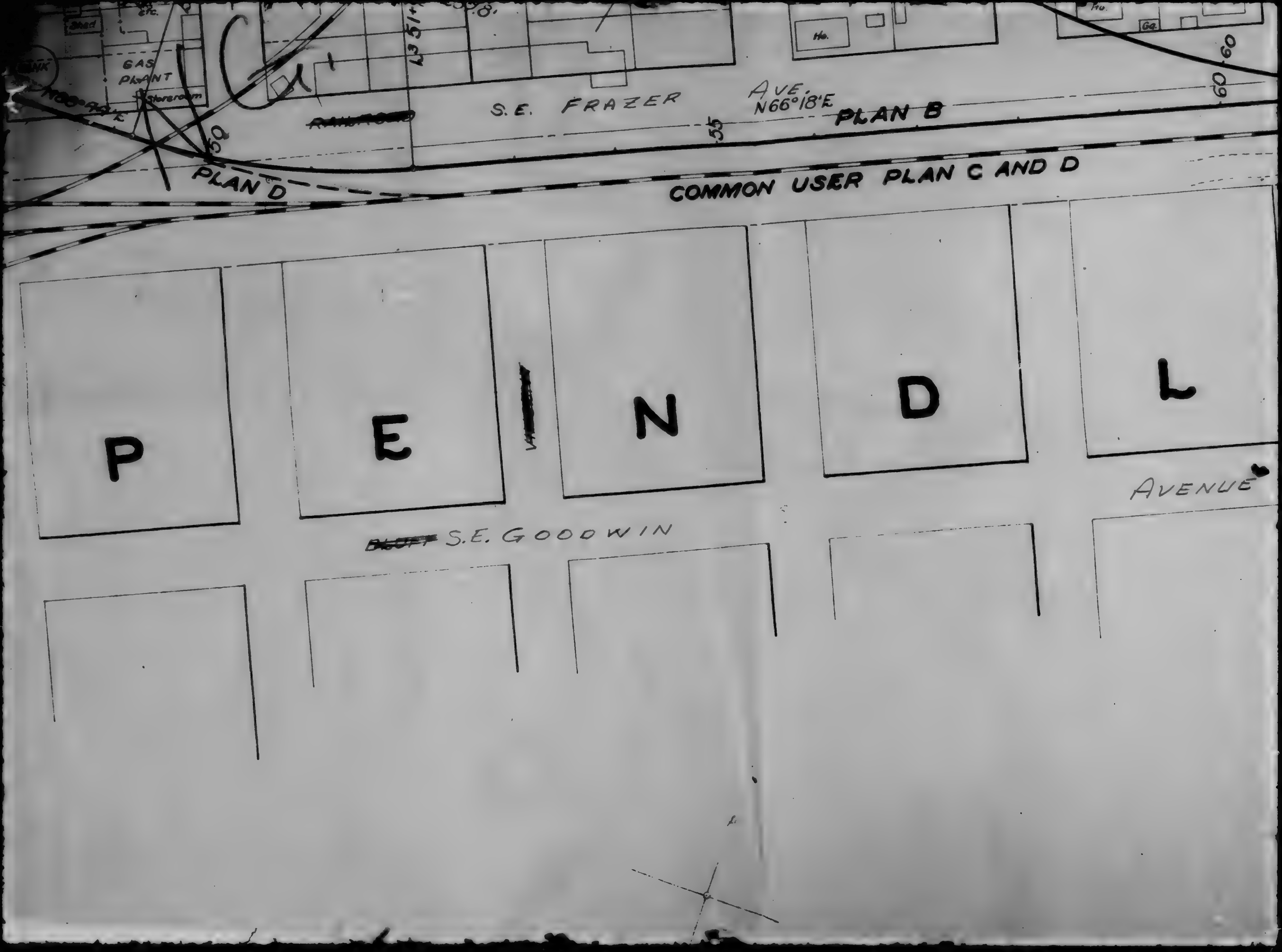
S.E. 7th ST.
REMOVED
AVE.
WEST END OF PROJECT
STA. 10+00
STREET
N89°13'E
26+489:
26+547:
JACOB'S ADDITION
ST.
L² 11+05.6 P.C.
40'
Catholic Church
PROPOSED
Δ 3° C.R. 15°09' 254.0'
S.E. 8th ST.
S.E. 9th ~~JACKSON~~ ST.
S.E.
60'
75'
EAST
167.3'
~~LONG~~ S.E. 9th Dr.
L² 16+10. P.T.
ST.
LAWN
COURT
281.7'
~~BEAUREGARD~~ S.E. 10th
ST.
AVE.
R E S
STREET


PLAN C AND D
PLAN B
PLAN A AND B
BYERS DITCH
S.E. 7th
S.E. 8th ~~MARKET~~
S.E. 9th ~~POST~~
S.E. 10th
S.E. 11th ~~UNION~~
~~STREET~~
AVE.
REMOVED
RESERVATION
WEST END
STA
ST.
ST.
ST.
COURT
Catholic
$L^2$ 56+67.4 P.C.
$L^3$ 62+80.7 P.O.T.
$L^2$ 62+80.7 P.T.
$L^2$ 67+42.9 P.C.
$L^2$ 16+10. P.T.
$L^2$ 11+0
60
60
65
60'
60'
80'
62
17
66
LAWN
Ho.
Ga.
6200E.
2200N.
2817


PLAN C AND D
PLAN B
D
L
E
T
O
AVENUE
BYERS DITCH
60
60
S.E. 8th
S.E. 9th
S.E. 10th
S.E. 11th
PLAN A AND B
65
L³ 62+80.7 P.
L² 62+80.7 P.
L² 67+42.9
6000E.
200N.
Ho.
Ga.
10
9
8
7
6
5


S.E. DORIAN AVE
S.E. COURT AVE.
S.E. 4th STREET
S.E. 5th STREET
S.E. 6th ST.
S.E. 7th ST.
S.E. EMIGRANT AVE.
51+31.1 RT.
12
L² 1+103
COLLINS MILL
COLLINS ELEVATOR
WAREHOUSE
CORR. IRON WAREHOUSE
FLOUR MILL BRICK
WAREHOUSE
WAREHOUSE
MILL BLOCK
BYERS
ONE WAY
2
4
3
1
26+48.9=
26+54.7=
JACOB'S
N89°13
STREET
WEST END
REMOVED
60


P
E
N
D
L
COMMON USER PLAN C AND D
PLAN B
PLAN D
PLAN B AND D
S.E. FRAZER AVE.
N66°18'E
PROPOSED N.P.R.R. REVISION
PLAN A
S.E. EMIGRANT AVE.
REMOVED
WEST
S.E.
GRAIN WAREHOUSE
PLANING MILL
COLLINS ELEVATOR
MILL
GAS PLANT
Storeroom
Transformer Racks etc.
PP&L Co.
TANK
N88°
L3 49+18.9 E.P.C.
L2 49+93.7 P.C.
L3 51+99.3 P.T.
8° C.L.
42°26'
1420
8° C.R.
36°44'
233.8
L2 54+56.9 P.T.
L3 56+67.4 P.C.
51+31
50
55
60
Ho.
Ga.


Shed
GAS PLANT
Storeroom
etc.
TANK
~~RAILROAD~~
S.E. FRAZER AVE.
N66°18'E
PLAN B
50
55
60
60
L3 51+
8.
Ho.
Ga.
PLAN D
COMMON USER PLAN C AND D
P
E
N
D
L
~~BLUFF~~ S.E. GOODWIN AVENUE

BF-262(9) North Eugene Overcrossing 1954
Widening.
#4098

RECEIVED
FOR FILING

BF-262 (9)
4098

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 8, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4098 | 8-Final | Tom Lillebo | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 3094 | B-115158 | $ 1,856.47 | 2/7/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 29, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 2-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 27 1955
FOR FILING

[illegible] (1)
4098

January 26, 1955

REGISTERED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 4098 for work performed on the North Eugene Section of Pacific Highway in Lane County was completed by the contractor, Tom Lillebo, on September 29, 1954, and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $1,856.47 will be released to the contractor on or after February 7, 1955. The total contract amount is $60,318.85, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Indemnity Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Noted on card
DC

RECEIVED
JAN 25 1955
FOR FILING

RF-26-(1)

4216

January 19, 1955

Southern Pacific Company
65 Market Street
San Francisco 5, California

Gentlemen:

This is in answer to your inquiries of December 6, 1954 and January 3, 1955 concerning your Bill No. 432392 for work at the site of the highway overcrossing of your Coos Bay branch north of Eugene. Your bill is being processed for payment, and you should receive the warrant in payment of the same within the next 30 days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

cc G. S. Paxson

## ASSIGNMENT

Date: **January 6, 1955** No. 5599 By wcw

Description: **Letter of January 3 by Geo. Nelson of the Southern Pacific Company regarding outstanding Bill Collectible No. 432392, amount of $574.43, for cost of labor and material furnished in connection with overpass north of Eugene, and asking when payment may be received.**

Acknowledged by____ Referred to **Gardner** ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
X Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-19-55 Report Received__________

---

ific Company
FRANCISCO 5, CALIFORNIA

ALL
AUDITOR
EEN
EER
ENZIE
ENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

S-280

IN REPLY PLEASE REFER TO

EB-220-113-
State of Oregon
(432392)

JAN 3 1955

PLEASE RETURN TO
W. C. WILLIAMS

count dated December 6, 1954, advis-
tible No. 432392, amount $574.43,
nished in connection with over-pass
sions of Agreement No. 95023, Estimate

receiving your remittance, nor
withheld.

d when we may expect your remit-
Pacific Company, c/o Treasury
Francisco 5, California.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

RECEIVED
JAN [illegible] 1955

mb-K

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. B. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB-220-113-
State of Oregon
(432392)

PLEASE RETURN TO
W. C. WILLIAMS

JAN 3 1955

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

Refers to our statement of account dated December 6, 1954, advising you of outstanding bill collectible No. 432392, amount $574.43, for cost of labor and material furnished in connection with over-pass north of Eugene, Oregon, per provisions of Agreement No. 95023, Estimate No. 2, month of June 1954.

To date we have no record of receiving your remittance, nor advice as to why payment is being withheld.

Would appreciate being advised when we may expect your remittance to be forwarded to Southern Pacific Company, c/o Treasury Department, 65 Market Street, San Francisco 5, California.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

RECEIVED

7-54-3M

S-155-A

SOUTHERN PACIFIC LINES

**SOUTHERN PACIFIC COMPANY**

# STATEMENT OF ACCOUNT

San Francisco 5, California, DEC 6 1954 19

File EB-220-113

Following is statement of bills which our records indicate to be unpaid.

Your prompt remittance to our Treasurer—Pacific Lines, 65 Market St., San Francisco 5, California, will be appreciated, or please advise the undersigned when settlement may be expected or reason for non-payment.

GEO. NELSON,
Auditor of Miscellaneous Accounts.
Per J. F. K. ~~DEC 6 1954~~

State of Oregon
State Highway Commission
Salem, Oregon

| BILL NUMBER | DATE | DESCRIPTION | AMOUNT | REMARKS |
|---|---|---|---|---|
| 432392 | Aug 54 | For cost of labor and material furnished in connection with overpass north of Eugene, Oregon per provisions of agreement # 95023. Estimate # 2 month of June 1954 | 574.43 | |

PAST DUE!
THIS ACCOUNT HAS, NO DOUBT, ESCAPED YOUR NOTICE. WILL YOU PLEASE FAVOR US WITH REMITTANCE TO OUR TREASURER BY RETURN MAIL AND OBLIGE

RECEIVED
DEC - 8 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 30 1954
FOR FILING

[illegible]
[illegible]

November 30, 1954

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo on contract No. 4096 covering Overcrossing on the North Eugene Section of the Pacific Highway in Lane County. This payment, in the amount of $1,273.13 will be released to the contractor on or after December 9, 1954. The retained percentage is $1,808.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Glens Falls Indemnity Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-30-54
m

RECEIVED
MAR 2 6 1954
FOR FILING

B7262

4098

Salem, Oregon
March 25, 1954

Mr. R. H. Baldock
State Highway Engineer
Office

We have received in this office a fully executed copy of the agreement between the Southern Pacific Company and the State Highway Commission covering the construction and maintenance of an overhead crossing over the Southern Pacific Company's Coos Bay Branch north of Eugene.

This agreement is being filed as railroad agreement No. 430.

Very truly yours

Secretary

FM

cc - Mr. G. S. Paxson
Mr. J. W. LaBounz

RECEIVED
MAR 2 6 1954
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

BF-262(9)

4098

March 22, 1954

IN REPLY PLEASE REFER TO
PD-21234

RAILROAD COMPANIES
FILE No. 430

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Herewith for filing is State's copy of agreement between Southern Pacific Company and State of Oregon Highway Department for the construction and maintenance of an overhead crossing over Southern Pacific Company's Coos Bay Branch north of Eugene.

Yours truly,

L P Hopkins
mo

RECEIVED
MAR 3 1954
FOR FILING

BF-262(7)

4098

March 2, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4098, which was awarded to you on January 26, 1954 by the State Highway Commission, covering the North Eugene Overcrossing on the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 2 9 1954
FOR FILING

Query R

|  |
|---|
| B7-262-(7) |
|  |
| 4098 |

Salem, Oregon
February 9, 1954

File Pux 96 - N. of Eugene Overcrossing
Coos Bay Branch Southern Pacific Co.
Lane County, Pacific Highway

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are two copies of a construction agreement with the Southern Pacific Company covering the widening of the existing overcrossing on the Pacific Highway just North of Eugene. These copies have been executed by the Highway Commission and are now ready for the signatures of the officials of the Railroad Co.

When fully signed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 2

Filed R.R.# 430

FORM E-30 25M 9-51 62315

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

REFERRED TO
Glaisyer

Salem, Oregon
January 27, 1954

**SUBJECT:** File Pux 96 - N. of Eugene Overcrossing
Coos Bay Branch Southern Pacific Co.
Lane County, Pacific Highway

**To:** Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of construction agreement with Southern Pacific Company covering the widening of the existing overcrossing on the Pacific Highway just North of Eugene. The original easement agreement was dated January 11, 1936, and no additional easement is necessary.

The construction agreement has been examined by Mr. G. S. Paxson and found satisfactory and has been approved as to form by Mr. Enfield and myself.

After execution by the State Highway Commission, please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:nb

cc: Mr. G. S. Paxson
Mr. W. C. Williams

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

DATE Bids received 1-21-54 Contract awarded 1-26-54
A B [illegible]

File ✓

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-262(9)

4098

January 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that agreement with the Southern Pacific Company has been reached, we hereby concur as of this date in award of Contract No. 4098 for Oregon Project BF-262(9), North Eugene Overcrossing on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $62,750.00 at the January 21, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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MAR 19 1954
FOR FILING

YF-[illegible]

4078

AGENDA
FEB 24 1954

3a-5

January 26, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on January 21 accepted your proposal for construction of a reinforced concrete deck girder structure approximately [illegible] feet long on the Pacific Highway over the Southern Pacific Company tracks in North [illegible], Lane County, for the sum of $62,750, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way had been acquired and approval of the Bureau of Public Roads received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4078.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. W. [illegible]. Franzwa
Mr. [illegible]. [illegible]. Smith
Mr. [illegible]. [illegible]. Paxson
Mr. [illegible]. [illegible]. Probert
Mrs. [illegible] Lewis

for confirmation

E.R.

| [illegible] SERVICE | |
|---|---|
| C[illegible] of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
January 26, 1954
4:25 p.m.

Mr. Tom Lillebo
Reedsport, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for North Eugene Overcrossing Widening on Pacific Highway in Lane County for which you submitted low bid on January 21. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

---

ceipt of the contract [illegible] cularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

RECEIVED
JAN [illegible] 1954
FOR FILING

BF-262(1)

4095

BF-262(91)

January 25, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on January 21, 1954 accepted your bid in the amount of $[illegible]2,750 for construction of North Eugene Overcrossing on the Pacific Highway in Lane County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U.S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

RECEIVED
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed Aid
Progr Proj
BF-262(9)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-262(9), Prairie Road-Eugene (S.P.R.R. Overcrossing) Section of the Pacific Highway. This is to authorize your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to the execution of a satisfactory agreement with the Southern Pacific Company and subject further to your making any changes in the plans that may be required by the railroad company.

Concurrence in award of contract will be withheld pending receipt of plans approved and signed by the railroad company and pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

RECEIVED
STA[illegible]ION

FORM [illegible]

DE-262(1)

4018

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 16, 1953

**SUBJECT:** Pux 96 - N. of Eugene Overcrossing
Southern Pacific Company
Pacific Highway, Lane County

**To:**
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. Tom Edwards (2)
Mr. H. G. Smith (3)

[illegible]
W. C. WILLIAMS

Gentlemen:

Enclosed herewith is Public Utilities Commissioner Order No. 32720, issued December 14, 1953, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for permission to widen the existing overcrossing structure over the tracks and right of way of the Coos Bay Branch of the Southern Pacific Company on the Pacific Highway North of Eugene in Lane County.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

mb
Encs.

RECEIVED
1953

FORM E-30 30M 9-51 52316

DE-262(4)

4098

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon

December 16, 1953

**SUBJECT:** Pux 96 - N. of Eugene Overcrossing
Southern Pacific Company
Pacific Highway, Lane County

**To:**
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. Tom Edwards (2)
Mr. H. G. Smith (3)

NOTED
W. C. WILLIAMS

Gentlemen:

Enclosed herewith is Public Utilities Commissioner Order No. 32720, issued December 14, 1953, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for permission to widen the existing overcrossing structure over the tracks and right of way of the Coos Bay Branch of the Southern Pacific Company on the Pacific Highway North of Eugene in Lane County.

Very truly yours,

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

mb
Encs.

RECEIVED
1953

Pry 96

REFERRED
TO De Souza
FOR C. W ENFIELD

Order #32720

# BEFORE THE PUBLIC UTILITIES COMMISSIONER

# OF OREGON

## F-2413

RECEIVED
DEC 15 1953
LEGAL DEPT.

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to widen the existing overcrossing structure over the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Pacific Highway NORTH OF EUGENE in the Southeast quarter of Section 26, Township 17 South, Range 4 West, W.M., in Lane County, Oregon. )

ORDER

The above entitled matter was duly heard on Monday, November 9, 1953, at 11:00 A.M., in the County Court House at Eugene, Lane County, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeDouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Arthur Nielsen, Chairman, Board of County Commissioners, Eugene, Oregon
In behalf of Lane County

Increased traffic has made necessary the improving and widening of a portion of the Pacific Highway extending northerly from Eugene, Oregon so as to provide a four-lane highway on each side of an existing overcrossing structure designated as Crossing No. CO-649.4-A, which was built under authority of P.U.C. Oregon Order No. 3018, issued November 5, 1935. It is now deemed necessary and desirable to widen this overcrossing structure to provide for four lanes of traffic, and application for such construction was filed by Oregon State Highway Commission on September 11, 1953.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The vehicular traffic at this location has increased to the extent that the average annual daily volume is estimated to be 16,468 vehicles per day based on 1952 tabulations and normal average annual increases are anticipated.

The Coos Bay Branch Line track of Southern Pacific Company and a parallel drill track, which serves industries adjacent to the crossing, are carrying approximately 28 train movements per day.

Plans submitted with the application indicate that a structure approximately similar in design to the original will be constructed parallel and adjacent to the old structure on the west side thereof.

Applicant proposes to prepare plans and specifications, award contracts, supervise the construction of the structure, bear all costs incidental thereto, and to reimburse Southern Pacific Company for any necessary expenditures incurred in connection with the construction which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto.

Upon completion all costs of maintenance of the structure will be borne by Oregon State Highway Commission and all costs of maintenance of railroad tracks beneath the structure will be borne by Southern Pacific Company.

It is anticipated that impairments to standard vertical and horizontal clearances as set forth in P.S.C. Oregon Order No. 99 will be created during the construction period by the necessary erection of falsework.

Drainage conditions have made it necessary for Southern Pacific Company to raise the grade of the drill track in order to secure stability for the roadbed to a point where a slight vertical impairment has been created at the point of crossing under the existing structure to the extent that at a distance of 8 feet 6 inches from centerline of track, the lower portion of the overcrossing structure encroaches upon the standard 22-foot clearance by approximately 1 foot 6 inches. This impairment, being in the extreme upper quadrant, is so slight as to create no particular hazard on the drill track, and Southern Pacific Company has requested that authorization for the impairment be included in this order.

From the foregoing it is concluded that the widening of the existing structure is necessary to provide adequate roadway width, will allow for safer vehicular travel, is in the public interest and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to widen the existing overcrossing structure over the tracks and right of way of the Coos Bay Branch of Southern Pacific Company on the Pacific Highway North of Eugene, in the Southeast Quarter of Section 26, Township 17 South, Range 4 West, Willamette Meridian, in Lane County, Oregon, is granted; and it is further

ORDERED that construction be done in a good and workmanlike manner, in accordance with current engineering practices, and in conformity as to general location and design with Drawing No. 10864 submitted with the application and Revised Drawing No. 11027 submitted subsequent to the hearing and by this reference made a part hereof; and it is further

ORDERED that all costs of construction of the overcrossing structure be borne by Oregon State Highway Commission and that Southern Pacific Company be reimbursed for all expenses incurred in connection therewith including such items as the changing or replacing of signal and communication lines as may be required; the removal and reinstallation of right of way fences which may be disturbed; the maintenance of watchman and flagman which may be necessary in safeguarding railroad operations, and such other items which are not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that upon completion Oregon State Highway Commission shall bear the cost of maintenance of the structure and the highway facilities thereon, and that Southern Pacific Company shall bear all costs of maintenance of the railroad tracks, facilities and appurtenances beneath the structure; and it is further

ORDERED that such impairments to standard vertical and horizontal clearances as set forth in P.S.C. Oregon Order No. 99 as may be created by the necessary placement of falsework during the construction period are herein authorized; and it is further

ORDERED that the impairment to the standard vertical clearance as set forth in P.S.C. Oregon Order No. 99 which has been necessarily created by the construction and maintenance of the drill track beneath the existing structure is herein authorized to the extent and degree as set forth in the above finding; and it is further

ORDERED that the designation CO-649.4-A previously assigned to the structure shall be continued as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 14th day of December, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM E 30 25M 9 51 52319

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1953

SUBJECT: Pux 96 - N. of Eugene Overcrossing Widening
Coos Bay Branch Southern Pacific Co.
Pacific Highway, Lane County

To: MEMORANDUM TO FILE:

Hearing on the widening of the existing overcrossing of the tracks of Southern Pacific Company on the Pacific Highway North of Eugene was held before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, at 11:00 a.m. on Monday, November 9, 1953.

Southern Pacific Company was represented by Mr. Joseph Larkin, and the Highway Commission was represented by the writer.

In Mr. Larkin's preliminary statement attention was called to the fact that on the industrial spur track under the structure the vertical clearances do not comply with PUC Order No. 99. It was stated that the industrial spur has been installed subsequent to the construction of the original structure and that this construction was approximately 5 years ago; that owing to subgrade conditions it has been found necessary to place a considerable depth of ballast, the placing of which has resulted in the impaired clearances. Mr. Larkin made a motion that authorization for the permanent impaired clearance be made a part of the order to be issued regarding the present improvement. Mr. Jaqua suggested that the matter might be handled by the filing of a separate petition, but Mr. Larkin expressed the view that in order to eliminate further pleadings and a further hearing it would be preferable to include the matter within the scope of the present hearing. As a matter of courtesy to Mr. Larkin, I concurred in his motion.

Mr. P. M. Stevenson then was placed on the stand and testified regarding the proposed improvement and also covered the question of the clearances under the existing structure and the clearances under the widened portion.

Mr. Larkin then placed Mr. Bartlett on the stand, who testified to the effect that Southern Pacific Company interposes no objection to the widening of the structure and further developed the matter of the industrial track clearances.

After the conclusion of testimony, a Mr. Kenneth Nielson, who had not filed an appearance and whose official status I did not get, volunteered the information that certain drainage works are being contemplated which would materially lower the elevation of the existing water table. Just why this information was injected into the hearing is not known.

After the record was closed Mr. Jasqua indicated that there might be some further study of the permanent order for impaired clearances, but I tried to impress upon him the fact that it was very desirable that an order be issued authorizing the proposed project regardless of what is done with reference to the clearance matter.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. Tom Edwards

S-153(1) Sixes Junction Sec., Sixes-Dry Cr. Co. Rd. at Sixes 1954

#4099

Form A-150—10M—9-55

### INVOICE

## Oregon State Highway Department

SALEM, OREGON

Invoice No. 44658

Date April 18, 1956

Your Req. No.

Billing Request No. CC-224

Credit distribution: 508-1014-297

Curry County
Gold Beach, Oregon

Attn: County Court

Final billing county's share total cost of [illegible] Junction Section, FAS 257, Curry County. Covered by agreement dated 1/21/54.

| | | |
|---|---|---|
| Original advance deposit | 5,900.00 | |
| Less: Amt. previously transferred | 4,000.00 | |
| Balance advance deposit | | 1,900.00 |
| County share of costs as per attached | 5,730.04 | |
| Less: Amt. previously transferred | 4,000.00 | |
| Balance | | 1,730.04 |
| To be refunded | | $ 169.96 |

## ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 30944

Cash Received with Request: $________________

By ____________________________________

---

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

April 17, 1956

Curry County Court
Courthouse
Gold Beach, Oregon

Gentlemen:

Final costs of the Sixes Junction section of FAS 257 are now available and it has been determined that the agreed county share of these costs is $5,730.04 as shown in the attached cost statement. As the county initially deposited $5,900 a refund of $169.96 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Curry Contract No. 4099 Date 4/13/56

FAS 257 Section Sixes Junction Section. Completed 7/30/55.

PAYMENTS TO CONTRACTOR

| | Item | Unit | Unit Price | Total Qty. | Total Cost |
|---|---|---|---|---|---|
| 1. | Clearing & grubbing | all | $2,500.00 | 100% | $ 2,500.00 |
| 2. | Struc. excavation, unclass. | c.y. | 4.00 | 36.85 | 147.40 |
| 3. | General excavation, " | c.y. | .45 | 14,431 | 6,493.95 |
| 4. | Finish roadbed & slopes | mile | 1,000.00 | .36 | 360.00 |
| 5. | 12" concrete pipe | l.f. | 3.00 | 102 | 306.00 |
| 6. | 18" " " | l.f. | 4.00 | 174 | 696.00 |
| 7. | None | -- | -- | -- | -- |
| 8. | 72" corrugated metal pipe | l.f. | 40.00 | 60 | 2,400.00 |
| 9. | Selected roadbed topping | c.y. | .50 | 3,859 | 1,929.50 |
| 10. | Hauling " " | yd. mile | .30 | 2,280 | 684.00 |
| 11. | Haul & place material in leveling course & shoulders | c.y. | 1.50 | 436 | 654.00 |
| 12. | Sprinkling | M/gal. | 3.00 | 40.05 | 120.15 |
| 13. | SS-1 emuls. asph. in sprinkling | gal. | .30 | 2,536 | 760.80 |
| 14. | Class B asphalt concrete | ton. | 9.00 | 973.49 | 8,761.41 |
| PA#1 | 36" concrete culvert pipe | l.f. | 6.50 | 9 | 58.50 |
| PA#2 | 151-200 asph. in pave. seal | ton | 63.25 | 4.935 | 312.14 |
| PA#2 | Load, haul, & place aggregate in seal coat | c.y. | 7.25 | 48 | 348.00 |
| EWO#1 | Extend 42" concrete culvert | -- | -- | -- | 226.99 |

| | |
|---|---|
| Subtotal......... | $26,758.84 |
| Patch Pavement... | 351.31 |
| Transfer Surplus Pipe Purchased under PA#1... | cr. 58.50 |
| Construction Engineering... | 1,808.42 |
| TOTAL CONSTRUCTION COSTS... | $28,860.07 |
| FEDERAL FUNDS COLLECTED FOR PROJECT... | $17,400.00 |

AGREED COUNTY SHARE TOTAL COSTS:

50% of difference between total costs and federal funds:
($28,860.07 - $17,400) X 1/2 = $ 5,730.04

| | |
|---|---|
| County Advance Deposit | $ 5,900.00 |
| Less County Share Total Cost | 5,730.04 |
| REFUND DUE CURRY COUNTY | $ 169.96 |

JFH:mm

RECEIVED
OCT 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 25, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4099 | 4-Final | Fred H. Slate Co., Oregon Ltd. &<br>E. C. Hall Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 21456 | B-134815 | $ 3,379.87 | 10/25/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: to Aug. 1, 1955

Completion Date: to July 30, 1955

Date Accepted: to Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT

Ruth Rawlings

RECEIVED
OCT 13 1955
FOR FILING

October 13, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Kellin-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4099 for work performed on the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County was completed by the contractor, Fred H.Slate Co. Oreg.Ltd. & F. C. Hall Co., on July 30 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $3,379.87 will be released to the contractor on or after October 24, 1955. The total contract amount is $26,758.84, of which amount $226.99 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts,dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Company
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
OCT 4 19
FOR FILING

4

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Fred H. Slate Co.(Oreg.Ltd. &
E. C. Hall Co.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31, 1954 to August 1, 1955 within which to complete your contract No. 4099, covering the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George C. Baker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 19 1955
FOR FILING
[illegible]
[illegible]

file

FRED H. SLATE CO. & E. C. HALL CO.

7805 S. W. 40th Ave.
Portland 19, Oregon

COPY

September 15, 1955

Mr. W. C. Williams
Oregon State Highway Department
Salem, Oregon

Re: Dry Creek County Road
Job Prefix No. 508-1014
Contract No. 4099

Dear Sir:

In reference to your telephone conversation with Mr. Slate, yesterday September 14, we are forwarding you two copies of the tabulation sheet used by the Highway Department giving the amount of Asphaltic Mix used on the above job for repair to the surfacing.

You will see by the enclosed sheets that the amount of Asphaltic Concrete Mix used was 179.97 tons, an increase of 79.97 tons over the amount Mr. Baker stated in his letter of June 23, as being required.

Yours very truly,

FRED H. SLATE CO. OREG. LTD.

(sgd) A. E. Hutchinson

A. E. Hutchinson
Office Manager

AEH:gr

encl.

Original to Mr Cooper by Mr
Edwards as attempting
to straighten them out.

DE

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

Asphaltic Concrete Mix used on Dry Creek County Road
Job prefix No. 508-1014 Contract No. 4099
Slate & Hall

7-29-30

| Load No. | Gross | Tare | Net | Tons |
|---|---|---|---|---|
| 1 | 39820 | 15530 | 24290 | 12.145 |
| 2 | 39920 | 15530 | 24390 | 12.195 |
| 3 | 35920 | 15530 | 20390 | 10.195 |
| 4 | 38440 | 17800 | 20640 | 10.320 |
| 5 | 42230 | 17800 | 24430 | 12.215 |
| 6 | 41720 | 16950 | 24770 | 12.385 |
| 7 | 37340 | 16950 | 20390 | 10.195 |
| 8 | 24740 | 8280 | 16460 | 8.230 |
| 9 | 25040 | 8180 | 16860 | 8.430 |
| 10 | 25140 | 8180 | 16960 | 8.480 |
| 11 | 43060 | 17730 | 25330 | 12.665 |
| 12 | 42470 | 17800 | 24670 | 12.335 |
| 13 | 41970 | 16950 | 25020 | 12.510 |
| 14 | 42010 | 16950 | 25060 | 12.530 |
| 15 | 42200 | 16950 | 25250 | 12.625 |
| 16 | 40560 | 15530 | 25030 | 12.515 |
|  |  |  | TOTAL TONS | 179.97 |

RECEIVED
SEP 6 - 1955
FOR FILING

-153(1)
[illegible]

September 1, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that all work was completed on July 30, 1955, on Contract No. 4099, Sixes Junction Section, in Curry County, in connection with Federal Aid Project No. S-153(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DOP:bb

cc: John Cattrall

NOTED
V. R. [illegible]

NOTED
J. W. CATTRALL

August 26, 1954

Curry County Court
Court House
Gold Beach, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise that work Contract No. 4099, Sixes Junction Section of FAS No. 257, in Curry County was completed on August 13, 1954.

Under the terms of the maintenance agreement signed by the County Court on January 6, 1954, and by the Highway Commission on January 21, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

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AUG 25 1955
FOR FILING

August 25, 1955

Request for extension of time
No. 1
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Fred H. Slate Company, Oregon Limited, and E. C. Hall Company for an extension of time on the Sixes Junction Section of the Sixes-Dry Creek County Road Highway, Contract No. 4099, from August 31, 1954 to August 1, 1955.

The contractor had completed this job by the specified completion date, but was required by the engineer to do some corrective work to his paving which could not be done last fall because of heavy rains. Also, the engineer ordered a seal coat be placed this spring. These items did not interfere with the traveling public and the contractor has finished the contract in a satisfactory manner.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1955

Section Sixes Junction

Kind of work Grading and Paving

Highway Sixes - Dry Creek County Road

Section prefix 508 - 1014

Contractor Fred H. Slate Co. and E.C. Hall Co.

Contract number 4099

Date of contract Febuary 15, 1954

Date of completion August 31, 1954

Date work started May 6, 1954

Estimated date of completion July 30, 1955

Project authorization $27,297.49

Exclusive of Engineering $25,207.73

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $28,361.50

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2,089.76

Engineering cost to date $1,602.08, 77 %

Date project was completed July 30, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Friday and Saturday The Contractor patched out the uneven surface on the job, using approximately 150 tons of Asphaltic Concrete and placed The Seal Coat.

This should complete the required work on this job and make it acceptable.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

RECEIVED
AUG 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

W. T. WRIGHT

Signed Resident Engineer

Address Box 741, Port Orford, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.36 | 0.36 |  |  | 0.36 |
| Miles partially completed | 0 | 0 |  |  | 0 |
| Miles completed | 0.36 | 0.36 |  |  | 0.36 |
| Total estimated quantities | 14,431 | 4,295 |  |  | 893.52 |
| Estimated quantities moved or placed to date | 14,431 | 4,295 |  |  | 893.52 |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  | [illegible] |  |  | 1 |
| Hours per shift |  |  |  |  | 9 |
| Average force on project for week |  |  |  |  | 10 |

Percentages of men employed on contract to be secured from:

.............................. County, .......%; .............................. County, .......%; .............................. County, .......%; .............................. County, .......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ....1...., Rollers ....1..., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . Dist. - 1 . . . Trucks - 2 . . ...............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | " |  |  |
| Tuesday | Rain |  |  |
| Wednesday | Showers A.M.<br>Fair P.M. |  |  |
| Thursday | Fair |  |  |
| Friday | " |  |  |
| Saturday | " |  |  |

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JAN 1 0 1955
FOR FILING

S-153 (1)
4099

January 7, 1955

REGISTERED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co.Oreg.Ltd. and E. C. Hall Co. on contract No. 4099, covering the Sixes Junction Section of the Sixes-Dry Creek Road in Curry County. This payment in the amount of $8,282.56 will be released to the contractor on or after January 17, 1955. The retained percentage is $2,000.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

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JAN 31 1955
FOR FILING

FORM 530—50M—4-54—74066
S-155(1)

4077

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 6, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

On a recent trip through southern Oregon I made an inspection of the Sixes River County Road in Curry County at your request.

The job shows no general failure and is in reasonable condition to handle traffic. There has been partial failure of the paving on three short sections of the project apparently caused by the fact that the surfacing material was not entirely stable at the time the paving was laid and the further fact that for some unknown reason the pavement was starved for asphalt. The mix in places looks very dry and open. The material that was used for surfacing was taken from a wet bar and additional moisture was added to the roadway by rains during the finishing process. It would appear at the moment the surfacing is stable and is not shifting under the weight of traffic. The topping and base course of the paving are not bonded, however, this does not seem to be causing any serious trouble. As a corrective measure additional paving should be laid to strengthen and true-up the roadway and additional shoulder material should be placed to bring the shoulders up to the new cross section and grade of the paving. A minor amount of patching has been done by our maintenance crew to partially correct the surfacing failures.

It is my opinion that part of the failure could be attributed to the type of material used in the base and the unfortunate weather conditions. The poor quality of the asphaltic concrete paving would seem to me to be a responsibility of the contractor. I believe that charging all the necessary repairs and corrective measures to the contractor would be too harsh a penalty. The corrective measures have been estimated to cost $6,875 against a total contract amount of $26,122.

I would recommend that the State and the contractor share jointly the costs involved.

Forrest Cooper
Forrest Cooper
Ass't Construction Engineer

FC:ps
cc: Tom Edwards

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FOR FILING
S-153(1)
FORM [illegible]
4099

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 12th, 1954

**SUBJECT:**

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

[illegible]
W. C. WILLIAMS

Dear Sir:

I have discussed with the members of the Department having to do with pavement and given considerable thought to our refusal to accept the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County, under contract to the Fred H. Slate Co., Oreg. Ltd. and the E. C. Hall Company, as it would affect the general policy of the Department in similar cases.

1. The County in this case, and the public in general, expects the contractor to turn out a satisfactory job and feels that this is the contractor's responsibility. The contractors seem to feel (in spite of our contrary provisions in the contract) that inasmuch as the job is inspected and more or less conventional methods of laying are used, their responsibility ceases.

2. In this particular case the pavement failed by the top course pulling loose from the base in several places. These did not occur all at once but became progressively worse, so that there was some lapse of time before we decided that the situation was serious enough to justify the refusal of the job. We are, of course, unable to point to any definite reason why this has occurred but attribute it to lack of asphalt in the mix. While a portion of the road crossed the swamp, the subgrade had every appearance of being stable without undue deflection under the logging trucks.

3. The contractor placed the selected roadbed topping at at least two different periods, completing his base and placing the leveling course immediately prior to the prime coat. SS-1 was used for binder, but, on account of equipment trouble, the prime course could not be completed the same day it was started. It rained on it the next day, so that the

road was blocked off and the course finished after the weather settled, but several days afterward the roller still brought considerable moisture to the surface, so that rolling was continued for several days, and the smoothing course was apparently compacted in a satisfactory manner.

4. There is no breakage in the bottom course of the pavement, and there is no evidence of any dirt between the two courses. Some inspections have apparently indicated a slight displacement under the log trucks but no more than would be expected to be taken by the flexible type pavement.

5. Being such a small job, it was not possible to assign a plant inspector to remain during the duration of the job. He set the mix when the job started for six percent asphalt, but several cut samples show there was only about four percent asphalt used. Therefore, the failure of the top course to knit with the base course can only be attributed to lack of asphalt in the mix and possibly some defects in the rolling or heating. At any rate, it is part of the skill for which the contractor is hired to produce a pavement having a homogeneous top and base course.

6. We have been laying a million tons of pavement a year lately, and there probably isn't an average of ten tons per year upon which separation occurs. Therefore, the procedure can be considered foolproof if the contractor's men are sufficiently experienced and exercise proper care. Therefore, any case of failure would indicate a departure from conventional practice and would clearly be the contractor's responsibility.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: G. W. Harra
Tom Edwards

RECEIVED
OCT 12 1954
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 7 - 1954
FOR FILING

S-131 (1)

October 5, 1954

Fred H. Slate Co., Oregon Limited
and E. C. Hall Company
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The paving on the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County has been deemed unsatisfactory. The asphaltic concrete pavement failed in four or five places, having no apparent bond between the top and bottom courses. Cut samples indicate only about four percent asphalt. It is thought that the base was unstable due to lack of compaction, and that a heavy rain occurred after the placing of the emulsion binder which is causing it to be unstable.

We attempted to patch the road with state forces, believing at first that it was only a minor failure, but by this time there have been so many patches that we must rate the job unsatisfactory and request that an entirely new top be put on next year. This action is taken in accordance with Article 6.25, page 18, Specifications and Contract Agreement for State Highway Construction, Contractor's Responsibility for Work: "Until final acceptance of the contract, the contractor shall be held responsible for any injury or damage to the work or to any part thereof by the action of the elements, or from any cause whatsoever, and he shall make good at his own expense all injuries or damages to any portion of the work before its completion and final acceptance."

We have been reluctant to take this step, and prior to taking it the job has been inspected by several members of the Department, with the conclusion that we cannot recommend to the Commission that it be accepted and turned over to the County as a satisfactory job.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith
Mr. Tom Edwards

HGS: fp

FORM E-30 25M 9-51 62315

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 3, 1954
SUBJECT:

To:

H. G. Smith
Construction Engineer

Dear Sir

Report is made concerning the Sixes Junction Section of the Sixes Dry Creek County Road in Curry County.

This work was done under Contract No. 4099 by Fred H. Slate Company, Oregon Limited and E. C. Hall Company. They in turn hired the K. F. Jacobsen Company to do the paving work.

The work when completed was unsatisfactory. The asphaltic concrete pavement failed in four or five places, having no apparent bond between the top and bottom courses. Cut samples taken indicated only approximately four percent asphalt. Inspection reveals apparent unstable base.

Mr. L. H. Young inspected the subgrade when it was completed and advised that it was sound and stable. I inspected it jointly with him at the time the base was in place and it appeared to need more compaction and orders were given the Resident Engineer in that regard. Mr. Young again inspected the project after placing of the emulsion binder, he reported difficulty due to heavy rains immediately after placing the emulsion. He gave orders that the section was to be further rolled. Prior to start of paving he had the information that such was done.

In view of the questionable compaction and preparation of base and of the surface failures, I have withheld the contractors estimate. It will not be released pending further investigation and inspection.

Very truly yours

Tom Edwards
Tom Edwards
Division Engineer

TE:ri
cc H. S. Unger

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SEP 7 1954
OFFICE OF
ENGINEER

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1954

Section Sixes Junction

Kind of work Grading and Paving

Highway Sixes - Dry Creek County Road

Section prefix 508 - 1014

Contractor Fred H. Slate Co. and E.C. Hall Co.

Contract number 4099

Date of contract Febuary 15, 1954

Date of completion August 31, 1954

Date work started May 6, 1954

Estimated date of completion August13, 1954

Amount of contract $27,297.40

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $27,701.36

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $1,523.43, 73%

Date project was completed August 13, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The State Maintenence crew removed the broken stretches of pavement, Monday and Tuesday, they repaired same with plant mix.

NOTED
OSCA

NOTED
B. A. MARTIN

NOTED
ORREST COOPER

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed Geo. C. Baker Reident Engineer

Address Box 741, Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.36 | 0.36 | | | 0.36 |
| Miles partially completed | 0 | 0 | | | 0 |
| Miles completed | 0.36 | 0.36 | | | 0.36 |
| Total estimated quantities | 14,431 | 4,295 | | | 893.52 |
| Estimated quantities moved or placed to date | 14,431 | 4,295 | | | 893.52 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |

Average force on project for week

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | Overcast | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | Rain | | |
| Saturday | " | | |

STATE PRINTING

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AUG 25 1954
FOR FILING

S-[illegible](1)
[illegible]

August 23, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 13, 1954 on Contract No. 4099, Sixes Junction Section, in Curry County, in connection with Federal Aid Project No. S-153 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:dw

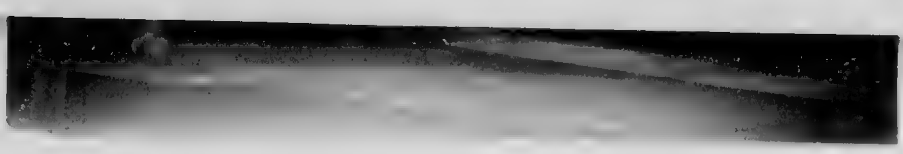
cc: John Cattrall

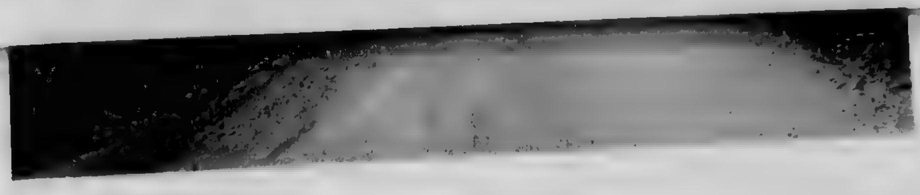
FAS 151 County Curry Contract No. [illegible]

Section

Location

8-26-54





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Form PR 2 (Revised 1950)

S-153(1)

4277

APR 8 19

State Oregon

Federal Aid Secondary

Project No. S-153(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 1953, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 5th day of January, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seventeen thousand, eight hundred and 00/100 dollars ($17,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

RECEIVED

Form PR 2 (Revised 1950)

S-153(1)

4077

State Oregon

Federal Aid Secondary Project No. S-153(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 1953, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 5th day of January, 1954; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seventeen thousand, eight hundred and 00/100 dollars ($17,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Curry County with the Highway Department.
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+10 in the NE 1/4, Section 9, T. 32 S., R. 15 W., W.M., and survey station 19+00.78 in the SE 1/4 of said Section 9, without exception, length 0.358 miles, in Curry County, being Oregon Federal Aid / Secondary project No. S-153(1), consisting of 0.358 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible].

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventeen thousand, eight hundred and 00/100 dollars ($17,800.00), which does not exceed the authorized Federal pro rata share of twenty-eight thousand, seven hundred thirty-four and 20/100 dollars ($28,734.20), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By M K Mc Iver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

RECEIVED MAY 20 1954 DIVISION 8

OREGON MAY 24 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-153 (1)

## SIXES JUNCTION SECTION OF THE

## SIXES-DRY CREEK ROAD IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code 6202
Roadway (Sta. 0+10 to Sta. 19+00.78)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | $ | $ 2,500.00 |
| 30 | Cu. Yd. | Structural Excavation, Unclassified | 4.00 | 120.00 |
| 15,600 | Cu. Yd. | General Excavation, Unclassified | 0.45 | 7,020.00 |
| 0.36 | Mile | Finishing Roadbed & Slopes | 1,000.00 | 360.00 |
| 60 | Lin. Ft. | 12-inch Concrete Pipe | 3.00 | 180.00 |
| 190 | Lin. Ft. | 18-inch Concrete Pipe | 4.00 | 760.00 |
| 10 | Lin. Ft. | 36-inch Concrete Pipe | 20.00 | 200.00 |
| 70 | Lin. Ft. | 72-inch Corrugated Metal Pipe | 40.00 | 2,800.00 |
| 3,400 | Cu. Yd. | Selected Roadbed Topping | 0.50 | 1,700.00 |
| 1,800 | Yd. Mile | Hauling Roadbed Topping | 0.30 | 540.00 |
| 640 | Cu. Yd. | Hauling & Placing Material in Leveling Course & Shoulders | 1.50 | 960.00 |
| 160 | M-gal. | Sprinkling | 3.00 | 480.00 |
| 2,840 | Gal. | SS-1 Emulsified Asphalt in Sprinkling | 0.30 | 852.00 |
| 850 | Tons | Class "B" Asphaltic Concrete | 9.00 | 7,650.00 |
| | | | Subtotal | $26,122.00 |
| | | | 10% Engr. & Cont. | 2,612.20 |
| | | | Total | $28,734.20 |

Length of Roadway 0.358 miles
Cost of Roadway per Mile $80,263.12

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $17,800.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 5,467.10 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 5,467.10 |
| | $28,734.20 |

State Funds for Construction: Chap. 175, laws 1917; chap. 31, laws 1920, chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Note: Cash has been deposited by Curry County with the Highway Department

Oregon State Highway Department

Federal Aid Secondary
Project No. S-153 (1)

## SIXES JUNCTION SECTION OF THE

## SIXES-DRY CREEK ROAD IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 8, 1953

Type Code 2013
Roadway (Sta. 0+10 to Sta. 19+00.78)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 500.00 |
| 20 | cu. yds. | Structural Excavation, Unclassified | $ 4.00 | 80.00 |
| 16,600 | cu. yds. | General Excavation, Unclassified | 0.60 | 9,960.00 |
| 0.36 | mile | Finishing Roadbed and Slopes | 750.00 | 270.00 |
| 50 | lin. ft. | 12-inch Concrete Pipe | 2.50 | 125.00 |
| 190 | lin. ft. | 18-inch Concrete Pipe | 3.75 | 712.50 |
| 10 | lin. ft. | 36-inch Concrete Pipe | 12.00 | 120.00 |
| 54 | lin. ft. | 72-inch Corrugated Metal Pipe | 45.00 | 2,430.00 |
| 1,800 | cu. yds. | Selected Roadbed Topping | 0.60 | 1,080.00 |
| 900 | yd. mi. | Hauling Roadbed Topping | 0.20 | 180.00 |
| 440 | cu. yds. | Hauling and Placing Surfacing Material | 1.50 | 660.00 |
| 130 | M-gal. | Sprinkling | 3.00 | 390.00 |
| 3,600 | gal. | SS-1 Emulsified Asphalt in Sprinkling | 0.30 | 1,080.00 |
| | | | Subtotal | $17,587.50 |
| | | | 10% Engr. & Cont. | 1,758.75 |
| | | | Total | $19,346.25 |

| | |
|---|---|
| Length of Roadway | 0.358 mile |
| Cost of Roadway per mile | $54,039.80 |

| | |
|---|---|
| Federal Funds | $11,900.00 |
| State Funds | 3,723.12 |
| County Funds | 3,723.13 |
| | $19,346.25 |

Oregon State Highway Department

Federal Aid Secondary
Project No. S-153 (1)

## SIXES JUNCTION SECTION

## OF THE SIXES-DRY CREEK ROAD IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1953

Type Code 6202
Roadway (Sta. 0+10 to Sta. 19+00.78)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 500.00 |
| 30 | cu. yds. | Structural Excavation, Unclassified | $ 4.00 | 120.00 |
| 15,600 | cu. yds. | General Excavation, Unclassified | 0.60 | 9,360.00 |
| 0.36 | mi. | Finishing Roadbed and Slopes | 750.00 | 270.00 |
| 60 | lin. ft. | 12-inch Concrete Pipe | 2.50 | 150.00 |
| 190 | lin. ft. | 18-inch Concrete Pipe | 3.75 | 712.50 |
| 10 | lin. ft. | 36-inch Concrete Pipe | 12.00 | 120.00 |
| 70 | lin. ft. | 72-inch Corrugated Metal Pipe | 45.00 | 3,150.00 |
| 3,400 | cu. yds. | Selected Roadbed Topping | 0.60 | 2,040.00 |
| 1,800 | yd. mi. | Hauling Roadbed Topping | 0.20 | 360.00 |
| 640 | cu. yds. | Hauling and Placing Material in Leveling Course and Shoulders | 1.50 | 960.00 |
| 160 | M-gal. | Sprinkling | 3.00 | 480.00 |
| 2,840 | gal. | SS-1 Emulsified Asphalt in Sprinkling | 0.30 | 852.00 |
| 850 | tons | Class "B" Asphaltic Concrete | 12.00 | 10,200.00 |

| | |
|---|---|
| Subtotal | $29,274.50 |
| 10% Engr. & Cont. | 2,927.45 |
| Total | $32,201.95 |

| | |
|---|---|
| Length of Roadway | 0.358 Mile |
| Cost of Roadway per Mile | $89,949.58 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | $19,900.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 6,150.97 |
| County Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 6,150.98 |
| | $32,201.95 |

RECEIVED
MAY 25 1954
FOR FILING

S-153(1)

May 20, 1954

Mr. [illegible] C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the extension of 42-inch concrete culvert pipe on the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County, Contract No. 4099, in connection with Federal Aid Project No. S-153 (1).

The culvert at Station 0+25 is a 42-inch pipe instead of 3[illegible]-inch, as shown on the plans. This order will eliminate Item No. 7 of the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] C. Williams
Deputy State Highway Engineer

[illegible]:tp

Encl.

RECEIVED
MAY 13 1954
FOR FILING

[illegible]

4099

May 10, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 6, 1954 on Contract No. 4099, Sixes Junction Section, in Curry County, in connection with Federal Aid Project No. S-153 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

RECEIVED
MAR 24 1954
FOR FILING

[illegible]

4099

March 24, 1954

Fred H. Slate Co. Oreg.Ltd. and
E. C. Hall Co.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4099, which was awarded to you on February 15, 1954 by the State Highway Commission, for grading and paving on the Sixes Junction Section of the Sixes-Dry Creek Road in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

March 11, 1954

Mr. Samuel A. Hall
District Attorney
Curry County
Brookings, Oregon

Dear Sam:

I have just received your letter of March 9 requesting information regarding the use of a federal-aid secondary highway and concerning the issuance of permits for construction of approach roads to a state highway.

So far as I know, and this has been confirmed by our City and County Relations Engineer, there are no federal restrictions as to the use of federal-aid secondary highways except those legal restrictions that are contained in the Oregon Statutes and those which the County Court may see fit to prescribe under authority of the Oregon law. This, of course, concerns county roads on the federal-aid secondary highway system, which are the only ones that the County has jurisdiction over. You know, of course, that the State Highway Commission sometimes orders reduced load limits on certain highways whether they be federal-aid highways or State highways only. The counties have the same authority over county roads.

To give the information you desire concerning rules and regulations governing the issuance of permits for approach roads to state highways, I enclose two copies of our letter of instructions to Division Engineers and District Maintenance Superintendents, dated February 17, 1950, which is still in effect and two copies of our Application and Permit to Construct Approach Road. I think this is very complete and will serve your purposes. Should you desire additional information, please feel free to request it, and I will respond to the best of my ability.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
Enclosures-4
cc: Judge Forsyth
Commissioner Ismert
Commissioner Yoakum

Hello, Herb:

Hope all is O.K.
I've not seen you
for a long time.

Hall

OF
ATTORNEY

UNTY
Oregon

9, 1954

ission

As [illegible] Curry County Court I will appreciate it if you will tell me whether or not restrictions of any kind are placed upon the use of a Federal aid secondary highway. Specifically the Curry County Court has in mind the "Sixes Junction section of the Sixes-Dry Creek county road, F.A.S. No. 257 in Curry County". As the contract between the county and the State Highway Commission shows, this section is 0.358 of a mile in length.

As further information for use of the Curry County Court, it will be appreciated if you will provide me with a copy of the rules and regulations of the State Highway Commission governing the issuance of permits for making approaches to State Highways under the provisions of 374.305 to and including 374.325 O.R.S.

The Curry County Court is considering the promulgation of rules and regulations for the obtaining of permits to make approaches on county road right of way.

Thanking you, I am

Very truly yours,

Samuel A. Hall

SAH/mm
c.c. Judge Forsyth
c.c. Commissioner Ismert
c.c. Commissioner Yoakum

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

SAMUEL A. HALL
DISTRICT ATTORNEY

OFFICE OF
THE DISTRICT ATTORNEY
for
CURRY COUNTY
~~Gold Beach~~, Oregon

March 9, 1954

Mr. H. B. Glaisyer
Secretary, State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

As information for the Curry County Court I will appreciate it if you will tell me whether or not restrictions of any kind are placed upon the use of a Federal aid secondary highway. Specifically the Curry County Court has in mind the "Sixes Junction section of the Sixes-Dry Creek county road, F.A.S. No. 257 in Curry County". As the contract between the county and the State Highway Commission shows this section is 0.358 of a mile in length.

As further information for use of the Curry County Court, it will be appreciated if you will provide me with a copy of the rules and regulations of the State Highway Commission governing the issuance of permits for making approaches to State Highways under the provisions of 374.305 to and including 374.325 O.R.S.

The Curry County Court is considering the promulgation of rules and regulations for the obtaining of permits to make approaches on county road right of way.

Thanking you, I am

Very truly yours,

Samuel A. Hall

SAH/mm
c.c. Judge Forsyth
c.c. Commissioner Ismert
c.c. Commissioner Yoakum

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1954

Form A-150 10M 12-52

INVOICE

# Oregon State Highway Department

Salem, Oregon

J. W. CATTRALL

Curry County
Gold Beach, Oregon

Attn: County Court

Invoice No. 32623
Date March 5, 1954
Your Req. No.
Billing Request No. CC 70
Credit distribution: 508-1014-297

Sixes Junction County FAS Project in Curry County covered by agreement dated Jan. 21, 1954.
Partial transfer of County's share of total cost.

| | | |
|---|---|---|
| | Advance Deposit | 5,900.00 |
| See above | | 4,000.00 |
| | To be retained | $1,900.00 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

FAS 257

Copy to
Mr [illegible]

RECEIVED
FEB 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 19 1954

file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
S-153(1)
4-12

February 15, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-153(1), Sixes Junction Section of the Sixes-Dry Creek Road, we hereby concur, as of this date, in award of contract to Fred H. Slate Co., Oregon Ltd. and E. C. Hall Co. of Portland, Oregon, low bidder in the amount of $26,122.00 at the January 22, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

Copy to
Mr [illegible]

RECEIVED
FEB 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 1[illegible]
FOR FILING

S-153(1)

4099

February 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County, Project S-153 (1), to Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $26,122.00 submitted by Fred H. Slate Co. Oreg. Ltd. on January 22, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
MAR 19 1954
FOR FILING

-11(4)

4099

AGENDA
FEB 24 1954

3a-6

February 15, 1954

Fred H. [illegible] Co., Oreg. Ltd. &
[illegible] Co.
[illegible] N. W. Harbor Boulevard
Portland 10, Oregon

Gentlemen:

The State Highway Commission on January 22nd accepted your proposal for work on the Sixes Junction Section of the Sixes-Dry Creek County Road in Curry County for the sum of [illegible]6,122.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads and Curry County has been received and the sum of $5,300.00 is deposited by the County. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4099.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]:md

cc - Mr. W. H. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

get conformed

E.R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

| | |
|---|---|
| FULL RATE TELEGRAM | SERIAL |
| DAY LETTER | NIGHT LETTER |

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

| | |
|---|---|
| FULL RATE | LETTER TELEGRAM |
| VICTORY LETTER | SHIP RADIOGRAM |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
4:05 p.m.
February 15, 1954

Fred H. Slate Co., Oregon Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Boulevard
Portland 19, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Sixes Junction Section of Sixes-Dry Creek County Road in Curry County for which you submitted low bid on January 22. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files

By A. E. Hutchinson
Office Manager

AEH/es

Encl.

RECEIVED

RECEIVED
FOR FILING

F 158(1)

9-11

SKILL, INTEGRITY RESPONSIBILITY

FRED H. SLATE CO.
OREG. LTD.
GENERAL CONTRACTORS
7805 S. W. 40th Avenue
PORTLAND 19, OREGON
CHerry 1112

February 12, 1954

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: R. H. Baldock, State Highway Engineer

Gentlemen:

Enclosed please find three properly executed copies of assignment as requested in your letter of February 4, 1954.

Very truly yours,

FRED H. SLATE CO. OREG. LTD.

By A. E. Hutchinson
Office Manager

AEH/es

Encl.

RECEIVED
STATE [illegible]

# ASSIGNMENT

For value received, the Fred H. Slate Co., Oreg. Ltd., of Portland, Oregon, does hereby sell, assign, transfer and set over to Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., joint venturers, all its right, title and interest in and to the contract for grading and paving on the Sixes-Junction Section of the Sixes-Dry Creek County Road in Curry County, Oregon, for which the State Highway Commission opened bids on January 22, 1954, subject to all the terms and conditions of said contract.

DATED this 10 day of February, 1954.

FRED H. SLATE CO., OREG. LTD.
By Fred H Slate
Fred H. Slate

Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., joint venturers, hereby accept the above assignment of the said contract and agree to assume and fulfill all the conditions and obligations therein contained.

DATED this 12th day of February, 1954.

FRED H. SLATE CO., OREG. LTD.
By Fred H Slate
Fred H. Slate

E. C. HALL CO.
By Donald W. Hall
E. C. Hall

The undersigned surety consents to and approves of the above assignment.

Fred Reed
atty-in-fact

P

FORM 2-30 8SM 9-51 52918

5-152(1)

11 99

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
February 5, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date a deposit of $5,900 from Curry County in connection with the Sixes Junction Section of the Sixes River County Road, FAS 257, in Curry County. Insofar as this office is concerned this project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. S. H. Probert

RECEIVED
FEB 8 1954
[illegible]

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

January 22, 1954

Honorable Guy H. Forsyth
Curry County Judge
Gold Beach, Oregon

Dear Judge Forsyth:

On January 22nd the Highway Commission received a satisfactory bid from Fred H. Slate Company, Oregon Limited, of Portland for construction of the Sixes Junction Section of FAS 257. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

| | |
|---|---|
| Bid Items | $26,122.00 |
| 12-1/2% Engineering & Contingencies | 3,265.25 |
| Estimated Total Cost | $29,387.25 |
| Advance Deposit of 20% .... | $ 5,900.00 |

Please make this deposit by means of a warrant or check in the amount of $5,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Based on the above estimated cost, Curry County will have approximately $27,000 (including federal, state, and county funds) for programming this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Will forward on 2/3/54 or shortly after
J.F.H. 2/2/54

JFH:MM

6

RECEIVED
FEB 1 - 1954
FOR FILING

| |
|---|
| 5-153(1) |
| |
| 4077 |

[illegible] 30
[illegible] 172

Salem, Oregon
January 28, 1954

5-153-1

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a finance agreement and five certified copies of a maintenance agreement with Curry County covering the Sixes Junction FAS project in Curry County.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Curry County.

Yours very truly,

Secretary

rn
Attach: 6

REFERRED TO
BY SECRETARY

Avery Co. Maint. agreement

re

Sec. Jct. F.A.S. project

([illegible] "form of agreement")

AUTHORIZED BY HIGHWAY CO[illegible]

DATE Bids to be received Jan 22, 1954

Secretary

Sent [illegible]

A

RECEIVED
JAN 28 1954
FOR FILING

Court
Fed. Aid
Progr. Corr.

5-153(1)

January 28, 1954

County Court of Curry County
Court House
Gold Beach, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Curry County one fully executed copy each of a maintenance agreement and a finance agreement covering the Sixes Junction FAS project in Curry County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JAN 25 195
FOR FILING

General
Fed Aid
Prog + Proj
S-15 8(1)

January 25, 1954

Fred H. Slate Company, Oreg. Ltd.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 accepted your bid in the amount of $26,122.00 for construction of the Sixes Junction Section of the Sixes-Dry Creek County Road at Sixes about 5 miles north of Port Orford in Curry County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and Curry County and the sum of $5,900.00 is deposited by the County.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

FORM E-90 30M 9-51 [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Enclosed are three copies of a finance agreement covering the Sixes Junction FAS project in Curry County. Two copies have been executed by Curry County and are now ready for presentation to the Highway Commission.

Also enclosed are seven copies, signed by Curry County, of a maintenance agreement covering the same project. Please return five fully executed or certified true copies of this agreement to this office for transmittal to the B.P.R.

This project as originally approved called for gravel surface only, using one year's money, $28,000. The county has since requested that asphaltic concrete pavement be included using available 1955 FAS funds ($28,000) as required. It is estimated that the total cost including paving will be $32,000; however, the finance agreement is based on $35,000 to allow a margin for bidding. The unprogrammed balance available to Curry County will be reduced in accordance with the cost estimate based on the low bid received.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

[illegible]
DATE Bids to be received Jan 22, 1954

JFH:MM
Att.

JAN 18 1954

A

File ✓

FOR

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 5, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-153(1), Sixes Junction Section of the Sixes-Dry Creek Road in Curry County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
January 18, 1954

NOTED
Harold C. Ayers

Mr. Earl Saling
R/W Division

NOTED
J. F. HAGEMANN

Dated 12/8/53
amends deed of 9/30/53
Chas W & Marjorie
Brooks

Attached is a photostatic copy of a deed covering the right of way required for the Sixes Junction Section of the Sixes-Dry Creek County Road, FAS 257, in Curry County.

Also attached is a copy of an agreement covering easements for a borrow area and haul road. This should clear the right of way for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

J. R. YOAKAM, Commissioner
Langlois, Oregon

GUY H. FORSYTH, Judge
Gold Beach, Oregon

ROBERT H. ISMERT, Commissioner
Pistol River, Oregon

File Curry

FAS 257

CURRY COUNTY COURT
GOLD BEACH, OREGON

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

October 22nd, 1953.

Oregon State Highway Department,
Salem, Oregon.

Re: Sixes - Dry Creek County Road.
FAP #S-153(1).

Dear Sirs:

Enclosed herewith are certified copies of "Agreement" and "Correction Deed" (correction of original warranty deed), from Charles W. and Marjorie O. Brooks for property for right of way purposes on the Sixes River road in Curry County.

dated 9/30/53

The necessity of correction of the deed is the cause of the delay.

Yours truly

Guy H Forsyth

Guy H. Forsyth

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

[illegible] 11/[illegible]

Encl:

RECEIVED
1953

FORM E-30X 15M 1-52 85419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1953

SUBJECT: File No. 20956
Jct. Sixes River Road-Oregon Coast Hwy.Sec.
Sixes River County Road

To: John W. Cattrall
County & City Relations Engineer
Office

Dear Mr. Cattrall:

Herewith is an option form, in quadruplicate, for right of way, borrow pit easement, and haul road easement to be acquired by Curry County for the Sixes River County Road at the junction of the Oregon Coast Highway. This project is scheduled for letting in September 1953.

Attached are two prints of the section of 6B-28-12 showing the connection of these two highways. This bears our date of August 25, 1953.

| | | | |
|---|---|---|---|
| File No. 20956 | Charles W. Brooks | Parcel 1 | 2.87 acres |
| | | 2 | 0.32 acre |

Very truly yours,

Earl F. Saling
Right of Way Office Manager

By

I. L. Duckett
Assistant

AE:ia

Encls.

cc - John W. Cattrall (in dupl)

cc - R. L. Porter

cc - Don Norlin, w/copy map

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

December 31, 1953

Honorable Guy H. Forsyth
Curry County Judge
Court House
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Sixes Junction FAS project which will be up for bid on January 22, 1954.

The finance agreement covers State and County participation in costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to award of a contract. A limit of $35,000 has been set on the project; however, the estimated cost is $33,000. You will be notified immediately after bids have been received on January 22nd of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the County agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the County will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1954. We are calling for bids at this time so that, in the event an unsatisfactory bid is received, we will have time to readvertise the job and still require completion in 1954.

Please have the Court sign and the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of

10-257

each agreement will be returned.

In addition, a copy of the revised deed for right of way for this project must be in our hands.

Summarizing, please execute and return the following documents so as to arrive at this office prior to January 15, 1954:

| | | |
|---|---|---|
| (a) | Finance agreement | 2 copies |
| (b) | Maintenance agreement | 7 copies |
| (c) | Encroachment resolution | 6 copies |
| (d) | Revised right of way deed | 1 copy |

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem, phone 4-2171, extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Salem, Oregon
November 9, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. E. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The field data for the Sixes River Junction Section of Curry County FAS 257 has been examined by this office and the following comments are made:

It was agreed with the Curry County Court to revise this project to include pavement combining 1954 funds of $28,000 with a portion of the 1955 funds available to Curry County as required. It was noted that the typical section calls for 18' of A.C. with 2' of oil shoulders. As there would be only 62 yards of oiling aggregate involved in oiling the shoulders and since Curry County is not equipped to maintain oil, it is suggested that these oil shoulders be eliminated and the A.C. pavement widened to either 20' or 22'.

Since 1955 funds will not be available until approximately January, bids cannot be accepted until after the first of the year.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. V. G. O'Neil

RECEIVED
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 16, 1953

S-153(1)

4077

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated June, 1953, for Oregon FAS-153, Sixes-Forest Boundary Section of approved FAS Route 257, in Curry County, is approved today subject to the condition that adequate signs and protective devices be installed warning of the narrow bridges on the route until such time as new bridges are constructed.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

RECEIVED
OCT 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

[illegible]
Fed. aid
[illegible]

S 153(1)

October 7, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In connection with the Sixes Junction Section Project on the Sixes-Dry Creek County Road in Curry County, Project S-153 (1), for which bids are to be received on October 30, we find it desirable to top the surfacing with a 2-inch course of crushed materials.

As the quantity of crushed materials involved is only 440 cubic yards and as no commercial rock production plant is operating in the vicinity, we desire permission to furnish the crushed materials from a stockpile of state-owned materials located 2.3 miles south from the west end of the project.

We are willing to furnish this material on a non-participating basis, as far as federal-aid is concerned, and without charge to the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gm

NOTED
Harold C. Ayers

August 27, 1953

NOTED
J. W. CATTRALL

Honorable Guy H. Forsyth
Curry County Judge
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The Highway Commission plans to accept bids on the Oregon Coast Highway Junction section of the Sixes River County Road, FAS 257, in Curry County at its September 24-25 meeting.

Enclosed are four copies of an option form for use by the County in acquiring right of way, borrow pit easement, and haul road easement from Charles W. Brooks as required in connection with this project. Please return one signed copy of the option or deed, whichever is obtained, to this office prior to September 17th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

FORM E-30 25M 9-51 82318

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1953

SUBJECT:
File No. 20956
Jct. Sixes River Road-Oregon Coast Hwy. Sec.
Sixes River County Road

To:
John W. Cattrall
County & City Relations Engineer
Office

Dear Mr. Cattrall:

Herewith is an option form, in quadruplicate, for right of way, borrow pit easement, and haul road easement to be acquired by Curry County for the Sixes River County Road at the junction of the Oregon Coast Highway. This project is scheduled for letting in September 1953.

Attached are two prints of the section of 6B-28-12 showing the connection of these two highways. This bears our date of August 25, 1953.

| | | | | |
|---|---|---|---|---|
| File No. 20956 | Charles W. Brooks | Parcel | 1 | 2.87 acres |
| | | | 2 | 0.32 acre |

Very truly yours,

Earl F. Saling
Right of Way Office Manager

By I. L. Duckett
I. L. Duckett
Assistant

AE:ia

Encls.

cc - John W. Cattrall (in dup.)

cc - R. L. Porter

cc - Don Merlin, w/copy map

RECEIVED
[illegible] 53

NOTED
J. W. CATTRALL

Salem, Oregon
August 10, 1953

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

We have examined the field data for the Sixes River Junction Section of the Sixes River County Road, FAS 257, in Curry County and find it to be consistent with the project as proposed by the county and approved by the Highway Commission with the following exception:. The project as proposed and approved included gravel surfacing only.

It is our understanding that no federal aid could be collected on an oil mat constructed by state forces. This being the case, the state would be required to pay 50% of the cost of such a mat and the county 50%. Unless the state is willing to do this, the state force oiling item should be deleted.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. V. G. O'Neil

NOTED
Harold C. Ayers

January 30, 1953

Curry County Court

Gold Beach, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Curry County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Curry County, this will be approximately $5,600 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

FA-257

CURRY COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $28,000
1955 - $28,000

PROPOSED PROJECTS:

1954 - FAS 257. Revision of junction with Oregon Coast Highway, a distance of approximately 0.4 mile. Grade and place river run gravel surface.

1955 - To be selected at a later date.

REMARKS: The present road runs between the bents of the Sixes River State Highway bridge approach and then loops up to a junction with the Coast Highway on the west side. Loaded log trucks are continually damaging the bridge stringers due to insufficient clearance. Any lowering of the county road (FAS 257) would result in its flooding. The revised connection will extend northwesterly to a junction on the east side of the Coast Highway, thus eliminating the crossing under the bridge.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Salem, Oregon
April 18, 1952

NOTED
J. F. HAGEMANN

Assignment No. 3242

Mr. W. C. Williams
OFFICE

I have contacted Judge Forsyth of Curry County regarding his letter of March 3, 1952 to Mr. Chandler.

Regarding the new approach of the County Road to Highway 101 at Sixes, the present road passes under the approach spans of the Sixes River bridge and forms a junction with Highway 101 on the west side. The vertical clearance under the approach span is restricted to approximately 11'. It is not practical to increase this clearance by lowering of the road because of the proximity of Sixes River from which water will seep through flooding this low place. In the past there have been several instances where high loads have damaged the stringers to our highway bridge. The County Court is now considering the construction of a new approach to Highway 101 that will form a junction on the east side and approximately 300' north of the present junction. This new approach will not have any impaired vertical clearance. The County is interested in having the Highway Commission assist them in the construction of this new approach. The Judge was under the impression that the Highway Department had certain funds to assist counties on market road work. Actually it was FAS funds that the Judge had in mind. I explained to him procedures on FAS funds. This Sixes River County Road is on the FAS System, FAS No. 257. It is estimated that the cost of this connection along with certain drainage problems will cost approximately $6,000. Attached is a plan and profile of the proposed connection prepared by the County.

The other subject of the bridge across Indian Creek on the market road along the south side of the Rogue River is in the same category of the first subject. This road is a county road on the FAS System, FAS No. 258. This bridge is a timber trestle 100' long which is in need of repair. The County states they do not have the men capable of performing the repairs necessary to this bridge and would like the state crews to perform this work. It is estimated that it will cost $750 to perform the work the County requests; however, a more thorough inspection may reveal that more work is required than what the County has requested.

I have not prepared a draft of a letter for Mr. Chandler's signature because both of these roads are on the FAS System and these two requests could be eligible for a FAS project under the contemplated policy of county matching Federal-aid funds. While neither project would be very large, Curry County does not have a large FAS mileage and it might be expected that their allocations will also be small. It is believed that a reply to Judge Forsyth should be withheld until the county matching of FAS funds has been decided.

JWC:MM
Att.

John W. Cattrall
Engineer, County and City Relations

Curry County, Oregon

Proposed

Sixes River Road

Highway Access Relocation

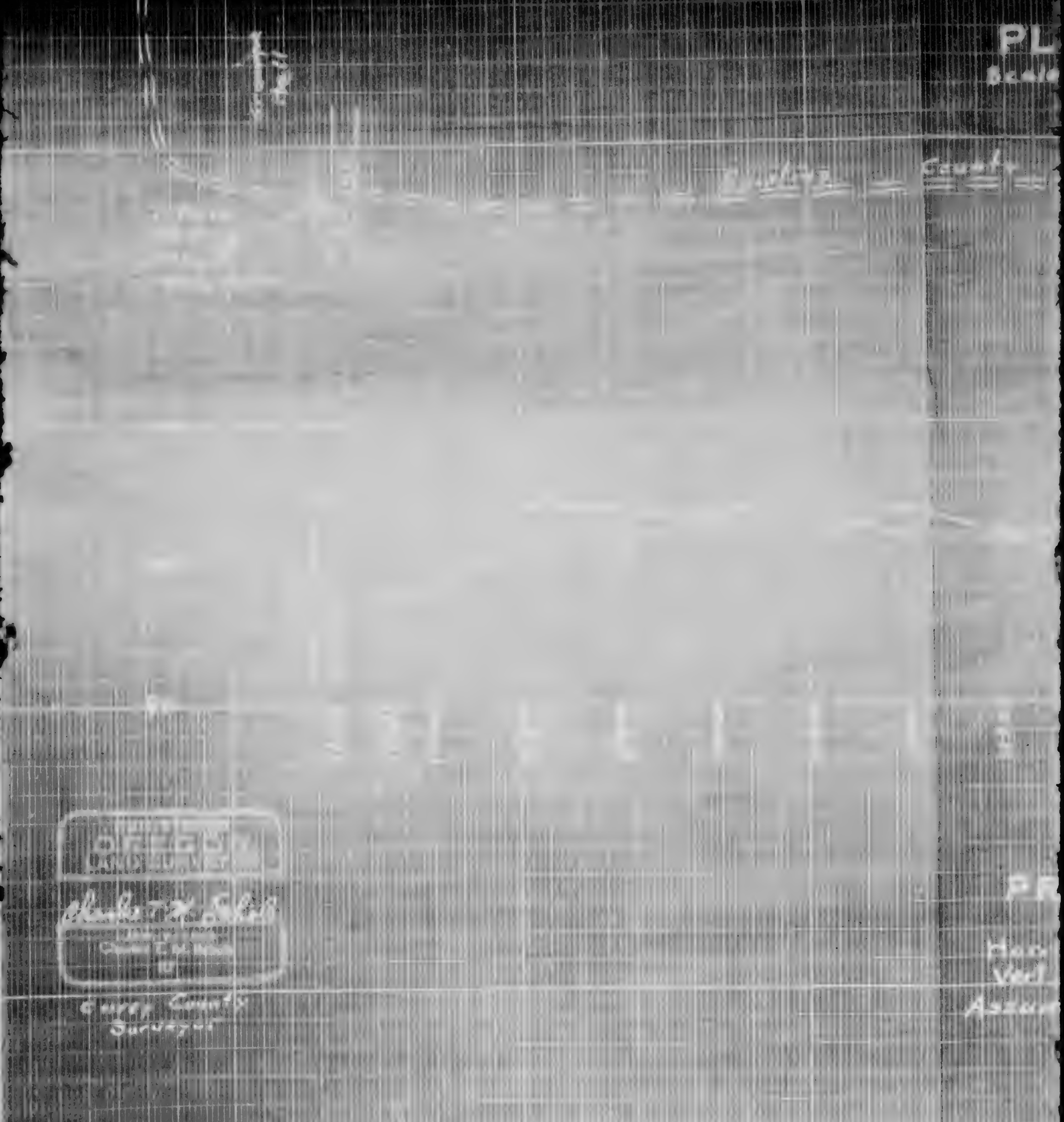
[illegible]

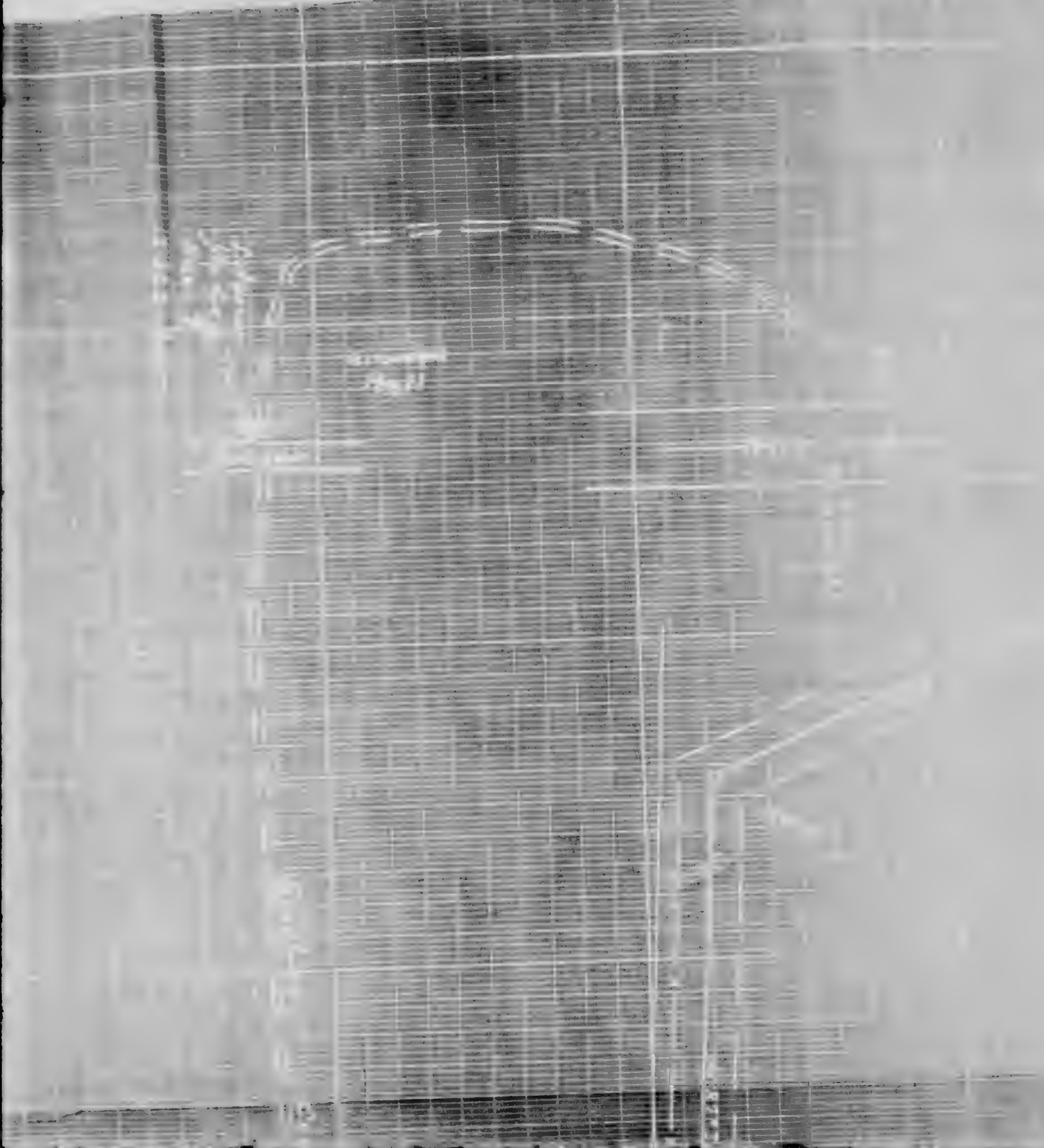
South 62' } From Interior 1/4 Cor
East 1515' } Sec. 9

PLAN

PLAN
Scale 1"=100'

PROFILE
Hor. 1"=100 ft
Vert 1"=10 ft
Assumed Datum


PL
Scale
County
PR
Hor
Vert
Assum
Curry County
Surveyor



BFI-161(23) Four Structures Goshen-Coast 1954
Fork Willamette River Unit
#4100 Pacific Highway.

RECEIVED
APR 1955
FOR FILING

9

March 30, 1955

OREGON STATE HIGHWAY DEPARTMENT
(date)

3 I (A1-23)
1/1

4100
(CONTRACT NO.)

8-Post-Final
(EST. NO.)

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
(CONTRACTOR)

6064
(VOUCHER NO.)

R-119109
(WARRANT NO.)

182.00
(AMOUNT)

3/30/55
(DATE)

$

Ruth Rawlings

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1954
Time Extensions: None
Completion Date: Dec. 7, 1954
Date Accepted: None of record
Penalties:
Claims: None of record
Remarks:

3-31-55

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAR 31
Ruth Rawlings

RECEIVED
MAR 9 1955
FOR FILING

3FI-161 (53)
(CONTRACT NO.) 4100

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 4, 1955

(EST. NO.)

(CONTRACTOR)

4100

7-Final

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 3765 | B-116809 | $ 2,507.32 | 3/3/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: **Nov. 30, 1954**

Time Extensions: **None**

Completion Date: **Nov. 30, 1954**

Date Accepted: **Dec. 7, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **3-4-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

FEB 18 1955

VII.161/23

4100

February 17, 1955

REGISTERED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4100 covering four structures on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County was completed by the contractor, Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, on November 30, 1954 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $2,507.32 will be released to the contractor on or after February 28, 1955. The total contract amount is $60,357.28 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 31 1955
FOR FILING

[illegible]

January 28, 1955

REGISTERED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Columbia Empire Constructors, Inc. and P. S. Lord, Mechanical Contractors on contract No. 4100, for constructing four structures on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County.

This payment, in the amount of $3,521.18, will be released to the contractor on or after February 7, 1955. The retained percentage is $1,789.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON C[illegible]

J

RECEIVED
APR 8 1954
FOR FILING

PT1-11(2)

[illegible]

April 6, 1954

Columbia Empire Constructors, Inc. and
P. S. Lord, Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4100, covering four structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County, awarded February 24, 1954.

Contract No. 4112, covering six structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

[illegible]

February 26, 1954

P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4100 for four structures on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County. This award was based on your bid of $61,860 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: Columbia Empire Constructors, Inc.
H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-161(23)

4

February 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4100 for Oregon Project BFI-161(23), Goshen-Coast Fork Willamette River Section (Structures) on the Pacific Highway, to P. S. Lord Mechanical Contractors and Columbia Empire Constructors, Inc., low bidder in the amount of $61,860.00 at the February 24, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION

23-8014 Grant Co. Line-Lancaster Rock 1954
Prod., John Day Hwy, Vicinity
#4101 of Ironside, Brogan & Jamieson.

OREGON STATE HIGHWAY DEPARTMENT
(date)
~~Aug. 16, 1954~~

[illegible]

| | | | |
|---|---|---|---|
| ~~(CONTRACT NO.)~~<br>4101 | (EST. NO.) | (CONTRACTOR) | |
| 4101 | 5-final | E. H. Itschner Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 16591 | R-101717 | $ 2,044.25 | 8/13/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: July 6, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-17-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 17 1954

NOTED ON CARD
8-17-54

RECEIVED
AUG 4 - 1954
FOR FILING

August 4, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4101 for work performed on the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties was completed by the contractor, E. H. Itschner Co., on July 6, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,044.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $68,141.64 and no force account work performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
8-4-54 gl

RECEIVED
FOR FILING

22-[illegible]

4101

July 23, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Company on contract No. 4101, for rock production on the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties.

This payment, in the amount of $5,820.99, will be released to the contractor on or after August 2, 1954. The retained percentage is $2,044.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
[illegible]

Form E-1—16M—11-51

23-8314

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21 1954, 19

Section Grant County Line

Kind of work Rock Production

Highway John Day

Section prefix 23-8314

Contractor E.H.Itschner Co.

Contract number 4101

Date of contract Feb. 2, 1954, 19

Date of completion Aug. 31, 1954, 19

Date work started March 31, 1954, 19

Estimated date of completion July 15, 1954, 19

Amount of contract $ 68,500.80

Per cent of time elapsed 42.78 %

Estimated cost of completed project, exclusive of engineering $ 65,571.00 ~~[illegible]~~

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1660, 32 %

Date project was completed 7-6, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had a very good run and planned to have all rock crushed today (Friday). Will finish shaping the piles the first of next week.

NOTED
OSCAR TL

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
JUL [illegible] 1954
OFFICE OF

Signed Kevin Laughlin

Address Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 26,200 |  |  |
| Estimated quantities moved or placed to date |  |  | 26,200 |  |  |
| Average daily quantities |  |  | 425<br>xxxxxxxxx |  |  |
| Average daily quantities necessary to complete project on time |  |  | 425x |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 10 |  |  |

Percentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants 1

Compressors ..........., Bulldozers 1, Sheep-foot rollers ..........., Trucks 5, Dumpys 1, ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Fair |  |  |
| Tuesday | Showers |  |  |
| Wednesday | Fair |  |  |
| Thursday | Cloudy |  |  |
| Friday | Fair |  |  |
| Saturday |  |  |  |

State Printing 53382

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

**FINAL REPORT**

For Week Ending July 9, 1954

Section Grant County Line--Lancaster

Highway John Day

Contractor E. H. Itschner

Date of contract February 2, 1954

Date work started March 31 --------, 1954

Amount of contract $ 68,500.80

Kind of work Rock Production

Section prefix 23-8314

Contract number 4101

Date of completion August 31, 1954

Estimated date of completion July 15, 1954

Per cent of time elapsed (45.64) %

[illegible] cost of completed project, exclusive of engineering $ 68,141.64

Per cent of contract completed, based on total contract price 100 %

Est. Total Engr. 1,900.00 36.2

Engineering cost to date $ 1,795.00, 34.23 %

Date project was completed July 6, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing on Friday, July 2 and completed the shaping of the stockpiles Tuesday.

Brooks and Tebeau figured and checked stockpile quantities Thursday. Brooks, Turner, and Tipton remeasured stockpiles Tuesday and Wednesday.

Brooks working on Semi-final Estimate Friday. Estimate mailed to Division Office La Grande on Friday.

The crushed rock produced by the contractor is very nice-looking rock and the stackpile are shaped in a very neat manner.

NOTED
OSCA

NOTED
LORREST COU

NOTED
B. A. MARTIN

Signed Kevin Laughlin

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 26,200 |  |  |
| Estimated quantities moved or placed to date |  |  | 28,358.2 |  |  |
| Average daily quantities |  |  | -------- |  |  |
| Average daily quantities necessary to complete project on time |  |  | Completed |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.......................... County, ........%; .......................... County, ........%; .......................... County, ........%; .......................... County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...........

Compressors ..........., Bulldozers 1, Sheep-foot rollers ..........., ..........., ..........., ...........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Fair |  | Holiday |
| Tuesday | Fair |  | Contractor completed shaping of stockpiles |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

State Printing 53382

RECEIVED
APR 2 3 1954
FOR FILING

[illegible]

4101

April 22, 1954

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith two copies of contracts awarded to you by the State Highway Commission which have been fully executed, as follows:

Contract No. 4101, for the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties, awarded February 24, 1954.

Contract No. 4110, for the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County, awarded February 25, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FEB 25 1954
FOR FILING

2- 8514

4101

February 26, 1954

Mr. E. H. Itschner
P. O. Box 316
Molalla, Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4101 for rock production on the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties. This award was based on your bid of $64,976 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

UI-329(8) 60th Avenue Overcrossing 1954
T. H. Banfield Expressway
#4102 Portland

FORM E-123 80M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 5, 1955

Mr. C. H. Maison
Chief Auditor
Office

Dear Mr. Maison:

The State Highway Commission at its meeting on June 30 approved the assignment of Contracts numbers 4102 and 4161 from Birkemeier and Saremal, a partnership, to Dan Birkemeier, an individual, pursuant to a request from Mrs. Saremal, executrix of the estate of William Saremal, deceased, who was one of the partners.

I attach for your information two photo copies of the Assignment together with a statement from the United Pacific Insurance Company, surety on the bond furnished in connection with both jobs, consenting to the assignment of these Contracts. I also attach two copies of the Court Order authorizing Mrs. Saremal to assign her husband's interest in both of these jobs.

It is my understanding that contract No. 4102 has been completed and that final payment in connection with the same has been made, but Contract 4161 has not yet been completed. In preparing future vouchers in connection with Contract 4161, please consider the Assignment and have the warrants made out in favor of Birkemeier and Saremal, assigned to Dan Birkemeier. The warrants can be mailed directly to Mr. Birkemeier.

The original of the Assignment, the surety's consent thereto, and the Court Order, are filed with Contract No. 4161 in my office; photo copies of each are being filed in Contract No. 4102.

Very truly yours,

HBG

Secretary
OREGON STATE HIGHWAY COMM.

NOTED
FLOYD QUERY

HBG:ig
Enclosures
cc: Robert L. May, Jr.
Floyd Query

Mr. Query: I attach the original and a photo copy of each of the papers mentioned in the above letter. Please have Mrs. Lewis record them on the cards for both contracts 4102 and 4161. The original should be filed in Contract 4161 and the photo copies in Contract No. 4102. HBG

RECEIVED
AUG 5 - 1955
FOR FILING

5M

U1-323(P)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 7, 1955

Mr. Francis I. Smith
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Assignment of Contracts
4161 and 4102

Dear Mr. Smith:

This is to advise that at its meeting of June 30 and July 1, 1955, the State Highway Commission formally approved of the reassignment of the above contracts to Mr. Dan Birkemeier, surviving partner of the partnership of Birkemeier and Saremal.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED
AUG 5 - 1955
FOR FILING

SM,
6/20/55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

U1-223(8)
4102

July 7, 1955

Mr. Francis I. Smith
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Assignment of Contracts
4161 and 4102

Dear Mr. Smith:

This is to advise that at its meeting of June 30 and July 1, 1955, the State Highway Commission formally approved of the reassignment of the above contracts to Mr. Dan Birkemeier, surviving partner of the partnership of Birkemeier and Saremal.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
✓cc: Mr. H. B. Glaisyer

NOTED
H. B. GLAISYER

Minute 5-M

FORM E-50 25M 9-51 52316

AGENDA
JUN 30 1955
5 M

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1955

**SUBJECT:** Assignment of Contracts
4161 and 4102

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

W. C. WILLIAMS

Dear Mr. Williams:

The above contracts involve construction of the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County and construction of eight structures on the Willamette River-Gervais Unit of the Portland-Salem Expressway, Clackamas and Marion Counties. The contracts were awarded to the partnership of Birkemeier and Saremal. Later Mr. Saremal died, and it was the desire of Mr. Dan Birkemeier, the surviving partner, as well as Mrs. Harriet M. Saremal, the executrix of the deceased partner's estate, that the contracts be assigned to Mr. Birkemeier.

As you know, State Highway Department contracts cannot be assigned without the written consent of the State Highway Commission. Considerable time has elapsed since this problem first arose, since it was necessary for us to obtain copies of the consent to the assignment by the sureties and copies of the court order approving the assignment. These documents have now been obtained, and the file is in proper form to be taken to the Commission for its consent to the assignment. I am advised that the contract concerning the construction of the 60th Avenue Overcrossing has been completed and accepted by the Highway Commission, but that the other contract has not yet been completed. Under the circumstances, I believe it is best that the matter be taken to the Commission as a part of the State Highway Engineer's agenda. If you need any further information, please let me know.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RLM/mlk

M

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 3, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4102 | 10-Final | Birkemeier & Saremal | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 10698 | R-123766 | $ 2,401.86 | 6/2/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Nov. 30, 1954

Time Extensions: March 15, 1955 without penalty

Completion Date: March 15, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 6-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 3 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 23 1955
FOR FILING

21-323 (8)
41 -

b.

May 23, 1955

**REGISTERED MAIL**

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4102 for work performed on the 60th Avenue Overcrossing of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Birkemeier & Saremal, on March 15, 1955, and was formally accepted by the Highway Commission on April 13, 1955.

Final payment in the amount of $2,401.86 will be released to the contractor on or after June 2, 1955. The total contract amount is $87,217.89, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
APR 15 1955
FOR FILING

41 - 323 (1)
[illegible]

April 15, 1955

**REGISTERED MAIL**

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Birkemeier & Saremal on contract No. 4102, covering the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County.

This payment, in the amount of $8,139.66, will be released to the contractor on or after April 25, 1955. The retained percentage is $2,623.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 9 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4102

March 8, 1955

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from January 29 to March 15, 1955, within which to complete your contract No. 4102, for constructing the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 9 1955
FOR FILING

February 8, 1955

Request for extension of time
No. 7
March 2 and 3 meeting.

[illegible] State Highway Commission

Gentlemen:

Re: 6th Avenue Overcrossing,
Contract No. [illegible]

[illegible] - [illegible], contractor on the 6th Avenue overcrossing of the [illegible] Freeway, has requested a [illegible] extension of time from January 31, 1955, to March 17, 1955, in which to complete the contract.

It was necessary for the contractor to wait for City forces to complete the laying of water pipes through this structure before he could complete his work. The City has now completed their work, and the contractor has resumed his operations.

As the contractor was not responsible for this delay and as there will be no additional engineering expenses incurred by the State, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

[illegible]
State Highway Engineer

PHF/ds
Attachment

9

RECEIVED
FEB 3 19
FOR FILING

11 - 323(1)
41

FORM E-123 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 2, 1955

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from November 30, 1954 to January 29, 1955 within which to complete your contract No. 4102, for constructing the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. G. Skelton.
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
DEC 31 1954
FOR FILING

41-322 (K)
4/1

17

December 29, 1954

Oregon State Highway Commission

Request for extension of time
No. 16
January 18 and 19 meeting.

Gentlemen:

Re: 60th Avenue Overcrossing
Contract No. 4102

[illegible] & [illegible], contractor on the 60th Avenue Overcrossing on the L. H. Banfield Expressway in Multnomah County, has requested an extension of time from November 30, 1954, to January 29, 1955, in which to complete the contract.

No work could be done by the contractor until the grading work at the bridge site had been completed by the grading contractor. This work was not completed until approximately five months after the awarding of the bridge contract.

As this delay was not the responsibility of the contractor and as the contractor has made excellent progress since work started, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

PMS/ds

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
FOR FILING
UI-323(8)
4102

file

Office of City Auditor

Will Gibson
City Auditor

CITY OF PORTLAND
OREGON

May 17, 1954

COPY

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Dear Mr. Baldock:

Enclosed please find a copy of Ordinance No. 100444, passed by the City Council May 14, 1954, authorizing the Purchasing Agent to purchase on the open market and without advertising for bids two 30" Cast Iron Bell and Bell 30" Bends, for the benefit of the Bureau of Water Works on a reimbursement basis by the State Highway Commission.

Yours very truly,

/s/ Will Gibson

AUDITOR OF THE CITY OF PORTLAND

Enclosure

temporary relocation of water mains - during bridge const. at N.E. 68th and Sullivan's Gulch.
pm.

Original letter [illegible]
Ordinance.
[illegible]

RECEIVED
MAR 29 1954
FOR FILING

[illegible]

[illegible]

March 26, 1954

Birkemeier & Saremal
301 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4102, which was awarded to you on February 24, 1954 by the State Highway Commission, covering the 60th Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
[illegible] 1 1954
FOR FILING

February 26, 1954

Birkemeier & Saremal
301 Lewis Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4102 for construction of 60th Avenue Overcrossing of the T. H. Banfield Expressway in Multnomah County. This award was based on your bid of $86, 515 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4102 for Oregon Project UI-323(8), 42nd-92nd Ave. Sec. (Structures), T. H. Banfield Expressway, to Birkemeier & Saremal of Portland, Oregon, low bidder in the amount of $86,515.00 at the February 24, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

117-323(8)

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project UI-323(8), 42nd - 92nd Avenue Section (Structures) of the T. H. Banfield Expressway. This is to authorize your advertising for bids.

Our approval of P. S. and E. documents and authorization for advertising are given subject to the execution of a satisfactory agreement with the Union Pacific Railroad Company.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

S G Polk
S. G. POLK
District Engineer

RECEIVED
FEB 19 1954
OREGON
STATE HIGHWAY COMMISSION

27-1033 West approaches to Bridges, 1954
Salem, Landscaping
#4103

**WILLAMETTE IRRIGATION CO.**

REPAIR WORK & INSTALLATION
*Homes*
*Parks*
*Golf Courses*
*Etc.*

Sprinkling Systems
Lawns Installed

4521 S. E. Division
Office: VE 2046
Res.: WE 2863

4102 8

RECEIVED FOR FILING
27- [illegible]
4102

Portland, Oregon
December 6, 1954

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Thank you very much for your letter of December 1, 1954. We did receive payment in full, amounting to $301.33, from Sprague-McDowell Company, and the account now stands closed in our files.

We should like to extend our appreciation and thanks to you for your interest in this matter.

Very truly yours
Willamette Irrigation Company

by H A Vandevogt

REFERRED TO

NOTED
FLOYD QUERY

91

RECEIVED
DEC 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FILING
2-7-1953
4/1

Phone
~~2-4031~~

**West Salem Fuel Co.**
~~xxxxxxxxxxxxxxx~~
1525 Edgewater Street West Salem, Oregon

RESIDENCE
Phone
~~2-4820~~
3-7640

December 20, 1954

4103

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Sir:

Please accept our apologies for the long delay in replying to your letter of December 1, regarding our claim against Sprague-McDowell Company but the rush of winter business has kept us swamped.

We received a check from Mr. Sprague on September 2 to settle that account in full.

Thank you for your interest in our behalf in this matter.

Very truly yours,

Maurice L. Shepard
MAURICE L. SHEPARD, Owner
WEST SALEM FUEL CO.

CBS

REFERRED TO
SECRETARY

NOTED ON CARD

RECEIVED
1954
OREGON
STATE HIGHWAY COMMISSION

L. E. COOKE CO.

WHOLESALE ONLY
FRUIT TREES
SHADE TREES
SHRUBS
RHODODENDRONS
BERRIES
FIELD GROWN STOCK
DAHLIAS

ATLANTIC XXXXX 7-6145
5716 N. VISTA ST., SAN GABRIEL, CALIFORNIA

RECEIVED
FOR FILING

27-[illegible]
41

December 6, 1954

Oregon State Highway Dept.,
Salem,
Oregon.

Gentlemen: Attn: H. B. Glaisyer

In reply to your letter of December 1, our claim of $174.60 against the Sprague-McDowell Co., has been paid in full.

Yours very truly,

L E Cooke
L. E. COOKE COMPANY

LEC/m

REFERRED TO [illegible]
SECRETARY

NOTED ON CARD

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

MEMBER – *California Association of Nurserymen*

RECEIVED
FOR FILING

27-1

December 6, 1954

Sprague-McDowell Company
Lynnwood, Washington

Attention: Mr. Walter W. Sprague

Gentlemen:

I wish to acknowledge receipt of and to thank you for your letter of November 29, 1954 forwarding receipts and cancelled checks showing that all of the claims that are on record ~~for~~ the Oregon State Highway Department against your landscaping project in West Salem, State Highway Contract No. 4103, have been paid in full except that of Willamette Irrigation Company whose receipt you forwarded with your letter of December 1st. This clears our records satisfactory. We appreciate your good intentions.

As requested in your letter of November 29, 1954, I return to you herewith the cancelled checks in favor of West Salem Fuel Company and Central Paving Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mr. A. W. Murray
United States Fidelity & Guaranty Co.
408 Central Building
Seattle 4, Washington

NOTED ON CARD

F. Query

Mr. Query:

Attached are both letters from Mr. Sprague with receipts and photo copies of the two cancelled checks. Also attached are two letters, from Ferrill's Nursery and from Doty & Doerner, Inc. advising that their claims have been satisfied. Please have Mrs. Lewis record these payments on the card. I believe that these receipts satisfy all of the claims of which we have record against this job.

HBG

DOTY & DOERNER, INC. ☆ *Nurseries*

6691 SOUTHWEST CAPITOL HIGHWAY TELEPHONE CHERRY 1168 PORTLAND 19, OREGON

December 3, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In reply to your inquiry of December 1, 1954 regarding Sprague-McDowell account with us. We received check in full covering this account on September 1, 1954.

We thank you for your help given us in this matter.

Very truly yours

Doty & Doerner, Inc.

T. G. Lewis Bkpr.

NOTED H. B. GLAISYE

RECEIVED
DEC 6 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Mrs. Lewis
BY SECRETARY

Note on card only

NOTED ON CARD
12-3-54

Ferrill's Nursery

AAN

1315 Chemawa Road
SALEM, OREGON
Telephone 2-1307

*A General Line of Nursery Stock*

12-3-54.

Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon.

Attention: Mr H.B.Glaisyer

Dear Sir;

Wish to inform you I recieved payment in full on State Highway Contract No. 4103 from Sprague-McDowell Co. Nov 18th.1954.

And wish to thank you so much for your trouble.

yours truly,
Ed Ferrill
Ferrill's Nursery

NOTED
H. B. GLAISYER

REFERRED TO
Miss Lewis
note on card only

RECEIVED
DEC 6 1954
OREGON
STATE HIGHWAY COMMISSION

12-3-54

**Walter W. Sprag[illegible] Co.** DATE 12/1,/54

TO Mr. H. B. Glaisyer, Secretary

FROM Walter W. Sprague

Enclosed is the receipt from the Willamette Irrigation Co., indicating payment in full for materials used on the Salem Bridge Landscaping project.

Yours truly,

Walter Sprague

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 3 1954
OREGON
STATE HIGHWAY COMMISSION

---

WRITE IT! +++++ DON'T SAY IT!

| | |
|---|---|
| ~~Knight Pearcy~~ Nursery | Receipt |
| Ferrill's Nursery | Receipt |
| L. E. Cooke Co. | Receipt |

I have not as yet been able to obtain a receipt from the Williamette Irrigation Company, however, they have been paid in full.

I would appreciate it if you would return the two enclosed, cancelled checks for my records. You may keep the receipts for your records if you so desire.

Yours truly,

SPRAGUE MCDOWELL CO.

Walter W. Sprague

Walter W. Sprague

WWS:bg

Enclosures

11-29-54

ANSWERED
H. B. GLAISYER

*Walter W. Sprague Co.*

W. W. SPRAGUE
E. F. SPRAGUE

COMMERCIAL LANDSCAPING
City Center
Lynnwood, Wash.

November 29, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Re: Suspense No. 410-Sprague-McDowell

Attached hereto are cancelled checks and certification of payments for the following accounts:

| | |
|---|---|
| ✓West Salem Fuel Co. | Cancelled check |
| ✓Central Paving Co. | Cancelled check |
| ✓Doty & Doerner, Inc. | Receipt |
| Knight Pearcy Nursery | Receipt |
| ✓Ferrill's Nursery | Receipt |
| ✓L. E. Cooke Co. | Receipt |

I have not as yet been able to obtain a receipt from the Williamette Irrigation Company, however, they have been paid in full.

I would appreciate it if you would return the two enclosed, cancelled checks for my records. You may keep the receipts for your records if you so desire.

Yours truly,

SPRAGUE MCDOWELL CO.

Walter W. Sprague

Walter W. Sprague

WWS:bg

Enclosures

11-29-54

ANSWERED
H. B. GLAISYER

RECEIVED

| | | |
|---|---|---|
| Invoice | April 13 | $517.40 |
| " | April 21 | 40.00 |
| | | 557.40 |

## VOUCHER

Paid in full

This is to certify that we have received payment in full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

Signed DOTY & DOERNER, Inc.

By V. G. Lewis Bookkeeper

[illegible]

WRITE IT! +++++ DON'T SAY IT!

---

Pay $2[illegible]5 DOLS 38 CTS Dollars 2[illegible]5/38

Main Branch
National Bank of Commerce
19 8 12 Seattle, Wash.

Walter W Sprague Co.

By C. [illegible] Sprague

Invoice April 13 $517.40
" April 21 40.00
557.40

VOUCHER

Paid in full

This is to certify that we have received payment in full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

Signed DOTY & DOERNER, Inc.
By V. G. Lewis Bookkeeper

by attached order

WRITE IT! +++++ DON'T SAY IT!

Pay [illegible] 2 [illegible] 5 DLLS 38 CTS Dollars [illegible]

Main Branch
National Bank of Commerce
19 8 12 Seattle, Wash.

Walter W Sprague Co.
By C. M. Sprague

VOUCHER

Paid in full
2 flats ivy $15.00

This is to certify that we have received payment in full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

[illegible]

Signed

By Albert A Allen

WRITE IT! +++++ DON'T SAY IT!

---

Pay [illegible] 2 [illegible] 5 [illegible] 38 cts Dollars [illegible]

Main Branch
National Bank of Commerce
19 Seattle, Wash.

Walter W Sprague Co.
By

VOUCHER

Paid in full
2 flats ivy $15.00

This is to certify that we have received payment in full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

[illegible]

Signed

WRITE IT! +++++ DON'T SAY IT!

---

Pay [illegible] 2 [illegible] 5 [illegible] 38 cts Dollars [illegible]

Main Branch
National Bank of Commerce
19 Seattle, Wash.

Walter W Sprague Co.
By

*Walter W. Sprague Co.*    DATE 11/16/54

TO Willamette Irrigation Co.

FROM Walter W. Sprague

Enclosed is a check for the full amount due you for the work done installing sprinkler systems at Salem, Oregon. Would you please sign below and return this notice to us.

This is to certify that we have received payment in full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

Signed [illegible]

WRITE IT! +++++ DON'T SAY IT!

---

Pay [illegible] 2 5 [illegible] 38 cts Dollars [illegible]

Main Branch
National Bank of Commerce
19 8 12 Seattle, Wash.

Walter W Sprague Co.

By

Walter W. Sprague Co.

DATE 11/10/54

TO Ferril's Nursery

FROM Sprague McDowell Co.

Enclosed is a check for the amount due you on the work done by you, at Salem, Oregon. Would you please sign below and return to us.

This is to certify that we have received payment is full for all materials furnished to Sprague McDowell Co. for use on the Salem Bridge Landscaping project.

Signed Ed Ferrill
owner

WRITE IT! +++++ DON'T SAY IT!

---

Pay 2 5 DLLS 38 CTS Dollars 265/38

Main Branch
National Bank of Commerce
19 & 12 Seattle, Wash.

Walter W Sprague Co.
By

Walter W. Sprague Co.

DATE 11/16/54

TO L. E. Cooke Co.

FROM Sprague McDowell Co.

Enclosed is a check for the full amount due on the work done by at Salem, Oregon. Would you please sign below and return this notice to us.

This is to certify that we have received payment in full for all materials furnished to Sprague McDowel Co. for use on the Salem Bridge Landscaping project.

Signed

WRITE IT! +++++ DON'T SAY IT!

---

Pay [illegible] 2 [illegible] 5 [illegible] 38 cts Dollars [illegible]

Main Branch
National Bank of Commerce
19 8 12 Seattle, Wash.

Walter W Sprague Co.

By

*Walter W. Sprague Co.*

To West Salem [illegible] Co.

Pay [illegible] 40 CTS

Date 8/30/54

Dollars 359.40

Main Branch
National Bank of Commerce
19 3 12 Seattle, Wash.

Walter W. Spra[illegible]

By

---

*Walter W. Sprague Co.*

To Central Paving Company

Pay 2 5 DLLS 38 CTS

Date June 3, 1964

Dollars 265/38

Main Branch
National Bank of Commerce
19 3 12 Seattle, Wash.

Walter W Sprague Co.

By

67 PAY TO THE ORDER OF 67
47 WEST SALEM BRANCH 47
THE UNITED STATES NATIONAL
WEST SALEM
MORRY SHEP

PAY TO THE ORDER OF ANY BANK
BANKER OR THROUGH THE
PORTLAND CLEARING HOUSE
PRIOR ENDORSEMENTS GUARANTEED

SEP 7 54 0 2012

SEP 7 54 0 1214

FEDERAL RESERVE BANK PORTLAND BRANCH
SEATTLE WASHINGTON
FEDERAL RESERVE BANK OF SAN FRANCISCO
PORTLAND OREGON

PAY TO THE ORDER OF
ANY BANK OR BANKER
PRIOR ENDORSEMENTS GUARANTEED
SEP 3 1954
UNITED STATES NATIONAL BANK

---

Pay to Dallas City Bank
DALLAS, OREGON
FOR DEPOSIT ONLY
CENTRAL PAVING COMPANY
DALLAS, OREGON

PAY TO THE ORDER OF
ANY BANK OR BANKER
PRIOR ENDORSEMENTS GUARANTEED
AUG 17 1954
BANK
96-76
1232
DALLAS
96-76
1232
DALLAS

AUG 18 54 0381

RECEIVED
DEC 7 - 1954
FOR FILING

December 6, 1954

Mr. A. W. Murray, Attorney
United States Fidelity & Guaranty Co.
408 Central Building
Seattle 4, Washington

Re: Suspense No. 410-Sprague-McDowell

Dear Mr. Murray:

Thanks for your letter of November 23rd concerning the Sprague-McDowell contract for landscaping in West Salem. I am happy to say that I have received from Mr. Sprague receipts or cancelled checks showing that all of the claims against this job have been satisfied in full. I also wish to say that the warrant covering final payment to Sprague-McDowell Company in connection with this job was mailed to the company on November 26th. Accordingly our files are closed on the subject.

The second paragraph of your letter reads as follows:

"I am very much interested to note that you evidently have had a decision of your Supreme Court which in effect compells payment of the final amount due under state highway contracts before claims are satisfied. Would you kindly give me the citation of this opinion? I am interested."

I am sorry but our Supreme Court has not yet cited its decision. I have discussed the matter with our Assistant Chief Counsel, and he advises that he will write you as soon as necessary information is available. I might state, however, that the decision does not compel the State Highway Department to make final payment in connection with any state highway contract before claims are satisfied. When our Counsel writes you, I am sure that he will give you details.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. May

RECEIVED
DEC 7 - 1954
FOR FILING

[illegible]
[illegible]

December 6, 1954

Mr. A. W. Murray, Attorney
United States Fidelity & Guaranty Co.
408 Central Building
Seattle 4, Washington

Re: Suspense No. 410-Sprague-McDowell

Dear Mr. Murray:

Thanks for your letter of November 23rd concerning the Sprague-McDowell contract for landscaping in West Salem. I am happy to say that I have received from Mr. Sprague receipts or cancelled checks showing that all of the claims against this job have been satisfied in full. I also wish to say that the warrant covering final payment to Sprague-McDowell Company in connection with this job was mailed to the company on November 26th. Accordingly our files are closed on the subject.

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Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. May

December 1, 1954

Willamette Irrigation Company
4521 S. E. Division Street
Portland, Oregon

Attention: Mr. Albert A. Olson

Dear Mr. Olson:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $301.33 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

[illegible] 12/3

December 1, 1954

West Salem Fuel Company
1525 Edgewater
Salem, Oregon

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $357 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Paid — confirmed [illegible] 12/1
[illegible] 12/6

December 1, 1954

Ferrill's Nursery
1315 Chemawa Road
Salem, Oregon

Attention: Mr. Ed Ferrill

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $188.50 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

[illegible] 12/6 – [illegible]

12/1

December 1, 1954

L. E. Cooke Company
5716 N. Vista Street
San Gabriel, California

Attention: Mr. L. E. Cooke

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $174.60 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Paid

[illegible]

December 1, 1954

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Attention: Mr. Knight Pearcy

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $15 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

[illegible] 12/1

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

97 1153

4103

**OREGON**
**STATE HIGHWAY DEPARTMENT**
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 1, 1954

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Attention: Mr. Knight Pearcy

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $15 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103 has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

This bill has been fully paid.

Knight Pearcy nursery
Knight Pearcy

RECEIVED
DEC 3 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Query
BY SECRETARY

NOTED
FLOYD QUERY

NOTED ON CARD
12-1-54 jf

December 1, 1954

Doty & Doerner, Inc.
6691 Southwest Capitol Highway
Portland 19, Oregon

Attention: Paul E. Doty

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $557.40 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates that your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

[illegible] 12/6 — [illegible] //
[illegible]

December 1, 1954

Central Paving Company
Foot of "C" Street
Independence, Oregon

Gentlemen:

This note is simply to inquire whether or not your claim against Sprague-McDowell Company in amount $265.38 for services rendered in connection with the landscaping and installation of a sprinkler system at the West Approaches to the Willamette River Bridges in Salem, State Highway Contract No. 4103, has been satisfied. A letter recently received in this office from Sprague-McDowell Company indicates th t your claim has been paid in full. Will you please advise by letter if that is a fact.

Incidentally, because of recent developments it has been necessary to release final payment to Sprague-McDowell Company in connection with this job. The final warrant was mailed to the Company on November 26, 1954.

Anticipating an early reply I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Paid [illegible]

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
408 CENTRAL BUILDING, SEATTLE 4, WASH.

A. W. MURRAY
ATTORNEY

TELEPHONE
MAIN 8104

November 23, 1954

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Department
Salem, Oregon

Reference to our file number expedites handling of claim

Re: Suspense No. 410 - Sprague-McDowell

Dear Mr. Glaisyer:

I thank you for your letter of November 18. I got in touch with Mr. Sprague and as a result he wrote you under date of November 19. I am assured by Mr. Sprague, in whom I have every confidence, that he has paid all of the accounts on this contract and as surety, of course, we are perfectly willing to approve of payment to him.

I am very much interested to note that you evidently have had a decision of your Supreme Court which in effect compells payment of the final amount due under state highway contracts before claims are satisfied. Would you kindly give me the citation of this opinion? I am interested.

Speaking for the surety we, of course, like to have the security of the retained percentage, particularly when there are claims outstanding and unpaid. We realize the fact that in many instances a contractor cannot pay his accounts until he is in turn paid, but it seems to me that with the cooperation of the surety and permission of the surety to pay that this would be an adequate safeguard.

As you probably know, in the State of Washington materialmen and laborers have thirty days in which to file their claim after the completion and acceptance of the contract. These claims as filed per statute constitute a lien against the retained percentage and at the same time an initial claim

ANSWERED
H. B. GLAISYER

Seattle 91

against the bond so that it is necessary for the surety to clear the claims before the retained percentage is paid unless, of course, if no suit is brought on the claims within four months by the provisions of another statute the claim expires.

Some people think that thirty days is too short a time. On the other hand, I think six months is too long because it doesn't protect a prime contractor and inconveniences him when he cannot determine before six months that his subs have paid up their material and labor.

Of course, under the Miller Act on federal contracts a prime contractor is entitled to notice when materialmen supplying his sub and this notice gives him an opportunity to protect himself before paying off the sub.

Please give my kind regards to Mr. Baldock and Mr. Williams and best of regards to yourself.

Sincerely yours,

AWMurray

A. W. MURRAY
Attorney

ij

RECEIVED

*Walter W. Sprague Co.*

W. W. SPRAGUE
E. F. SPRAGUE

COMMERCIAL LANDSCAPING
City Center
Lynnwood, Wash.

November 19, 1954

[illegible]

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Suspense No. 410-Sprague-McDowell

We are today in receipt of a copy of your letter to Mr. A. W. Murray of the U. S. Fidelity and Guaranty Company.

We are very pleased to learn that you are releasing the final amount due on our contract and wish to advise you that all of the accounts on your list of claims had been paid in full.

These people were very quick to file claim but completely disregarded my request to release claim after payments were made.

Yours truly,

SPRAGUE MCDOWELL CO.

Walter W. Sprague Co.

Walter W. Sprague

WWS:bg

cc Mr. A. W. Murray

LETTERS TO all claimants
DATE 12-1-54
inquiring whether or not claims have been paid.

RECEIVED
NOV 2[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

GRADING • OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

**CENTRAL PAVING COMPANY**

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS: P. O. BOX 127 **INDEPENDENCE, OREGON**

TELEPHONE:
SALEM: 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

RECEIVED
FOR FILING

47-1033
4103

December 2, 1954

Secretary, Oregon State Highway Commission

Salem, Oregon

Re: Contract #4103

Dear Sir:

Please be advised that the Sprague-McDowell Co. have fully paid us for all charges due in connection with the above contract.

We thank you for the inquiry.

Very truly yours,

CENTRAL PAVING COMPANY

Emerson B. Page

Emerson B. Page
Partner

EBP:hp

NOTED
FLOYD QUERY

RECEIVED
DEC 3 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]

12-2-54

27-10[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 26, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4103 | 3-Final | Sprague-McDowell Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23934 | R-109076 | $ 1,210.67 | 11/26/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: June 30, 1954

Time Extensions: None

Completion Date: June 17, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: Several claims are on file in this office that the surety alleges are paid, however, warrant is authorized released.

Remarks:

---

Date: 11-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
Ruth Rawlings

11-26-54

RECEIVED
NOV 20 1954
FOR FILING

REFERRED TO
Query - Mr Lewis to note
BY SECRETARY

November 18, 1954

NOTED
FLOYD QUERY

Mr. A. W. Murray, Attorney
U. S. Fidelity and Guaranty Company
408 Central Building
Seattle 4, Washington

Dear Mr. Murray:

Re: Suspense No. 410-Sprague-McDowell

I am in receipt of a carbon copy of your letter of November 12, 1954 directed to the Willamette Irrigation Company concerning its claim against Sprague-McDowell Company in the amount of $301.33 for services rendered in connection with State Highway Contract No. 4103 for landscaping the west approaches to the Willamette River Bridges in Salem.

Due to a recent ruling of the State Highway Commission resulting from a court action in connection with another State Highway contract, we are authorizing immediate payment of the final amount due Sprague-McDowell Company in connection with this job, such final amount being in the sum of $1,210.67. The warrant will be mailed to Sprague-McDowell Company as soon as it has been received from the Secretary of State which we anticipate will be within the next few days.

I enclose a list of the outstanding claims as they appear against this job in the records of the State Highway Commission. We assume from your letter of September 20th and previous understanding with Mr. Sprague of Sprague-McDowell Company, that the monies now being released will be applied toward the payment of these claims, and that the U.S. Fidelity and Guaranty Company will advance the amount necessary to satisfy the remaining claims. In order that the Highway Commission's records may be complete we will appreciate receiving releases from the several claimants as their claims have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jane

[illegible]
11-18-54

cc: Sprague-McDowell Co.
Karl H. Doerre, USF & G. Co.
C. H. Maison

## CLAIMS OUTSTANDING AGAINST

## STATE HIGHWAY CONTRACT NO. 4103

| Claimant | | Amount of Claim |
|---|---|---|
| West Salem Fuel Co. | For sawdust furnished | $ 357.00 |
| Central Paving Co. | For rental of small dozer | 265.38 |
| Doty & Doerner, Inc. Nurseries | For Nursery stock furnished | 557.40 |
| Knight Pearcy Nursery | For Ivy plants furnished | 15.00 |
| Willamette Irrigation Co. | For Sprinkler systems installed | 301.33 |
| L. E. Cooke Co. | For Ivy plants furnished | 174.60 |
| Ferrill's Nursery | For Shrubs furnished | 188.50 |
| | Total amount outstanding | $1,859.21 |

11/18/54

CARBON COPY
UNITED STATES FIDELITY AND GUARANTY COMPANY
306 CENTRAL BUILDING
SEATTLE 4, WASH.

November 12, 1954

Willamette Irrigation Co.
4521 S. E. Division Street
Portland, Oregon

Reference to our file number
expedites handling of claim

Attention: Mr. Albert A. Olson

Re: Suspense No. 410 - Sprague-McDowell

Gentlemen:

The writer has been in receipt of correspondence originating in your office with regard to the balance of $301.33 due you by Sprague-McDowell Company.

NOTED
H. B. GLAISYER

I am advised by Mr. Sprague that this represents retained percentage on your portion of the work and since he has not yet received his final, including the retained percentage, that under your subcontract this amount is not due until same is received. I am certain you will be in receipt of the balance of your contract price in due course.

Very truly yours,

A. W. Murray
ij

A. W. MURRAY
Attorney

ij

cc: Oregon State High Department
Attention: H. B. Glaisyer, Secretary

RECEIVED
1954
STATE H

LETTER TO Murray
DATE 11/18

NOTED ON CARD
11-12-54

RECEIVED
OCT 4 - 1954
FOR FILING

27- [illegible]

[illegible]

October 1, 1954

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

ATTENTION: Geo. C. Stephens

Dear Sir:

This is to acknowledge receipt of a claim filed with your office by Willamette Irrigation Company against Sprague-McDowell Company.

The claim is for $301.33 and pertains to Highway Contract No. 4103, your file No. 3463.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD
10-4-54

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 29, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim from Willamette Irrigation Co., for installing sprinkler systems in the sum of $301.33 against the bond taken from U. S. Fidelity and Guaranty Company, Surety, and Sprague-McDowell Company, Principal, for the work of landscaping the bridge approaches and installing sprinkler systems, Highway Contract No. 4103, our file No. 3463.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo [illegible]
Clerk
Records Division

NF:M
Enc.

RECEIVED
SEP 30 1954
OREGON
STATE HIGHWAY COMMISSION

[illegible]

9-29-54

RECEIVED
OCT 4 - 1954
FOR FILING

Lewis

October 1, 1954

Mr. Karl H. Doerre
United States Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4, Oregon

Dear Sir:

Attached is a copy of the claim filed with the Secretary of State by Willamette Irrigation Company against Sprague-McDowell Company in the sum of $301.33.

The claim is for installing the sprinkler system around the west approaches of the Salem bridges on the Willamina-Salem Highway, Polk County, on contract No. 4103 awarded to Sprague-McDowell Company.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

cc: Sprague-McDowell Company
Lynnwood
Washington

NOTED ON CARD
10-1-54

**REPAIR WORK &
INSTALLATION**

Homes
Parks
Golf
Courses
Etc.

**WILLAMETTE
IRRIGATION CO.**

Sprinkling
Systems

Lawns
Installed

4521 S. E. Division

Office: VE 2046

Res: WE 2863

Portland, Oregon
September 28, 1954

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Willamette Irrigation Co., has a claim for installing sprinkler systems surrounding the bridge approach in Salem, Oregon in the sum of $301.33 against the bond taken from United States Fidelity and Guaranty

Office: VE 2046

Homes
Parks
Golf
Courses
Etc.

WILLAMETTE

IRRIGATION CO.

Res: WE 2863

Sprinkling
Systems

Lawns
Installed

---

Portland, Oregon
September 28, 1954

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Willamette Irrigation Co., has a claim for installing sprinkler systems surrounding the bridge approach in Salem, Oregon in the sum of $301.33 against the bond taken from United States Fidelity and Guaranty Company and the Sprague-McDowell Company for the work of landscaping the bridge approaches and installing sprinkler systems surrounding the bridge in Salem, Oregon as per contract No. 4103 of the State Highway Commission. This was completed on June 17, 1954 and was formally accepted by the State Highway Commission on June 23, 1954.

Respectfully yours
Willamette Irrigation Co.

ALBERT A. OLSEN

by

Copy sent to;
Earl T. Newbry, Secretary of State
Sprague -McDowell Co.
United States Fidelity and Guaranty Co.

ENDORSED
File No. 3463
Filed September 29, 1954
EARL T. NEWBRY, Secretary of State

RECEIVED
OCT 1 - 1954
FOR FILING

REFERRED TO query to note

NOTED
FLOYD QUERY

September 28, 1954

Mr. A. W. Murray, Attorney
U. S. Fidelity and Guaranty Company
408 Central Building
Seattle 4, Washington

Re: Seattle Suspense No. 410
Sprague-McDowell

Dear Mr. Murray:

Reply is made to your letter of September 20, 1954 concerning payment of the final amount due Sprague-McDowell Company in connection with its contract with the Oregon State Highway Commission for roadside improvement of West Approaches to the Salem Bridges in Polk County, State Highway Contract 4103.

I am sorry but we cannot release the final amount owing on this job until the claims on record in the office of the State Highway Commission have been satisfied. The total of such claims is not a large sum, and it was my understanding in a telephone conversation with Mr. Sprague that his company was going to borrow money to clear the record. Since then we have been advised by several of the claimants that their accounts have been satisfied, so it should not burden the company greatly to take care of those remaining.

A check of our files shows a total of outstanding claims amounting to $1, 858. 88. I enclose a list of them and would suggest in view of the small amount involved that the United States Fidelity and Guaranty Company advance sufficient amount to take care of them, Sprague-McDowell Company in the meantime to assign to the United States Fidelity and Guaranty Company all monies that are now due and payable to them in connection with this work. We will be glad to honor such an assignment and will mail the final warrant to you as representative of the United States Fidelity and Guaranty Company as soon as we are in receipt of releases from the several claimants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.

## CLAIMS OUTSTANDING AGAINST
## STATE HIGHWAY CONTRACT NO. 4103

| Claimant | | Amount of Claim |
|---|---|---|
| West Salem Fuel Co. | For sawdust furnished | $ 357.00 |
| Central Paving Co. | For rental of small dozer | 265.38 |
| Doty & Doerner, Inc. Nurseries | For Nursery stock furnished | 557.40 |
| Knight Pearcy Nursery | For Ivy plants furnished | 15.00 |
| Willamette Irrigation Co. | For Sprinkler systems installed | 301.~~00~~ 33 |
| L. E. Cooke Co. | For Ivy plants furnished | 174.60 |
| Ferrill's Nursery | For Shrubs furnished | 188.50 |
| | Total amount outstanding | $1,858.88<br>1859.21 |

COPY

Sept. 25, 19[illegible]

ITED STATES FIDELITY AND GUARANTY COMPANY
408 CENTRAL BUILDING, SEATTLE 4, WASH.

TELEPHONE
MAIN 9104

|  |  |
|---|---|
| W Salem Fuel Co | .00 * |
|  | 357.00 |
| Central Paving | 265.38 |
| Doty & Reance | 557.40 |
| R Pearcy | 15.00 |
| Willamette | 301.00 |
| L E Cooke | 174.60 |
| Ferrellis | 188.50 |
|  | 1,858.88 * |
|  | .00 * |

September 20, 1954

erence to our file num
expediter [illegible] of cl

Glaisyer

Oregon State Highway Department
Salem, Oregon

Re: Seattle Suspense No. 410 - Sprague-McDowell

Dear Mr. Glaisyer:

I have noticed the correspondence in connection with several accounts still outstanding against Sprague-McDowell Company for the work that they did on the Willamina-Salem Highway in Polk County.

These people are good people. I know them personally and they advise me that they are anxious to pay up the balance of their contractors as soon as they are in receipt of the money since some of these accounts are subs and, of course, have the usual provision that they will receive their money when the prime is paid.

I realize the fact that it is the usual practice to have a clearance of all claims before releasing the retained percentage.

However, the United States Fidelity and Guaranty Company will be pleased to approve of the release of the balance in the contract at this time and with the assurance that the United States Fidelity and Guaranty Company will take care of any lawful claims arising out of the performance of this contract.

Sincerely yours,

AW Murray

A. W. MURRAY
Attorney

ANSWERED
H. B. GLAISYER

ij

RECEIVED
1 1954
OREGON
STATE HIGHWAY COMMISSION

It was good to hear your voice when I talked to you from Portland. Please give my kindest regards to Mr Baldock. W

Seattle 91

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
408 CENTRAL BUILDING, SEATTLE 4, WASH.

A. W. MURRAY
ATTORNEY

TELEPHONE
MAIN 9104

September 20, 1954

erence to our file num
expedites handling of claim

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Department
Salem, Oregon

Re: Seattle Suspense No. 410 - Sprague-McDowell

Dear Mr. Glaisyer:

I have noticed the correspondence in connection with several accounts still outstanding against Sprague-McDowell Company for the work that they did on the Willamina-Salem Highway in Polk County.

These people are good people. I know them personally and they advise me that they are anxious to pay up the balance of their contractors as soon as they are in receipt of the money since some of these accounts are subs and, of course, have the usual provision that they will receive their money when the prime is paid.

I realize the fact that it is the usual practice to have a clearance of all claims before releasing the retained percentage.

However, the United States Fidelity and Guaranty Company will be pleased to approve of the release of the balance in the contract at this time and with the assurance that the United States Fidelity and Guaranty Company will take care of any lawful claims arising out of the performance of this contract.

Sincerely yours,

A W Murray

A. W. MURRAY
Attorney

RECEIVED
[illegible] 1 1954
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

ij

It was good to hear your voice when I talked to you from Portland. Please give my kindest regards to Mr Baldock. M

Seattle 91

RECEIVED
SEP 14 1954
FOR FILING

[illegible]
4103

Lewis

September 13, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: M. McVay

Dear Sir:

Thank you for your letter of September 9 to which was attached three copies of a claim filed with your office by Ferrill's Nursery against Sprague-McDowell for shrubs furnished on our Contract No. 4103. The claim is in the sum of $188.50 and bears your file No. 3461.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAG:mdm

NOTED ON CARD
9-13-54

**EARL T. NEWBRY**
SECRETARY OF STATE
SALEM, OREGON

Sept. 9, 1954

Mr. [illegible], Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Merrill's Nursery for shrubs sold [illegible] McDowell Co. in the sum of $188.50 against the bond taken from United States Fidelity and Guaranty Company, [illegible], agent, for the work of [illegible] the bridge [illegible] in [illegible], Oregon, our file No. [illegible].

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By M. McVay.

Clerk
Records Division

[illegible]
Enc.

RECEIVED
SEP 13 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
9-9-54

Lewis

RECEIVED
SEP 14 1954
FOR FILING

| |
|---|
| |
| [illegible] |
| [illegible] |

September 13, 1954

United Stated Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State's office by Ferrill's Nursery, 1315 Chemawa Road, Salem, against Sprague-McDowell Company in the sum of $188.50. This claim is for shrubs furnished the contractor on roadside improvement to the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County, Contract No. 4103.

We furnish this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:mdm
Attach.

cc - Sprague-McDowell Co.
Lynnwood, Washington

NOTED ON CARD
9-13-54

COPY

FERRILL'S NURSERY
131 [illegible] Road
Salem, Oregon
Telephone 2-1007

A COMPLETE LINE OF NURSERY STOCK

To Secretary of State, State of Oregon.

Notice hereby is given that the undersigned Ferrill's Nursery has a claim for shrubs sold for the McDowell Co. in the sum of $[illegible].50 against the bond taken from United States Fidelity and Guaranty Company. # 4103 (For whom [illegible], 201 Portland Trust Bldg. Portland 4, Oregon. is agent) for the work of planting some of the bridge approaches in West Salem, Oregon. Work ordered by Oregon State Highway Dept.

RECEIVED
SEP 14 1954
FOR FILING

[illegible]
4103

Mrs Lewis

September 10, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a letter from Ferrill's Nursery, 1315 Chemawa Road, Salem, in which they state that Sprague-McDowell owes them $188.50 for shrubs furnished on Contract No. 4103 for roadside improvement to the Salem bridges on the Willamina-Salem Highway in Polk County.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMM.

Secretary

FAQ:mdm

cc - Sprague-McDowell Co.
Lynnwood, Washington

Lewis

RECEIVED
SEP 14 1954
FOR FILING

| |
|---|
| |
| 21 |
| 4103 |

September 10, 1954

[illegible] 4103

Ferrill's Nursery
1315 Chemawa Road
Salem, Oregon

Attention: Mr. Ed Ferrill

Gentlemen:

This is to acknowledge your letter of September 8th advising us that Sprague-McDowell Company owes you $188.50 for shrubs furnished on roadside improvement to the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County.

This contract was completed June 17th, accepted by the Highway Commission on June 23, 1954, but final payment has not yet been made due to a number of unsatisfied claims.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract, which bond is given to assure completion of the work and payment of bills incurred in the contract.

If you wish to protect your claim against the bond for a period longer than six months following acceptance of the project, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the procedure in preparing your filing. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

Ferrill's Nursery

1315 Chemawa Road
SALEM, OREGON
Telephone 2-1307

A General Line of Nursery Stock

4103

9-8-54.

Oregon State Highway Dept
Salem, Ore.
H.B. Glaisyer(Secretary)

This is a list of shrubs sold to Sprague McDowell for approaches to West Salem bridge, for which we have not recieved payment.

| | | each | |
|---|---|---|---|
| April 1st.54. | | | |
| 35 Cotoneaster Parnayi | 18/24" | 1.40 | 49.00 |
| 30 Cotoneaster Parnayi | 15/18" | 1.15 | 34.50 |
| April 15-54. | | | |
| 105.Pernettyi | 9/12" | 1.00 | 105.00 |
| | | Total | $ 188.50 |

Ed Ferrill
owner

Ferrill's Nursery

RECEIVED
SEP 10 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Query
~~BY SECRETARY~~

usual letter & rec'd on card

mtd

RECEIVED
SEP 10 1954
FOR FILING

September 8, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

We have received a letter from H. L. Pearcy Nursery Company dated September 2nd in which they write as follows:

"Today I received my pay in full ($32.00) from the Walter W. Sprague Co. for shrubs supplied by my firm for the West Salem roadside planting job. . . "

This claim was filed with this office on August 25th against State Highway Contract No. 4103 awarded to Sprague-McDowell Company for roadside improvement on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County.

We furnish this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Sprague-McDowell Co.
Lynnwood, Washington

NOTED ON CARD
9-8-54

RECEIVED
SEP 10 1954
FOR FILING

Lewis

| |
|---|
| |
| 27 [illegible] |
| 41 |

September 8, 1954

H. L. Pearcy Nursery Co.
Route 2, Box 190
Salem, Oregon

Attention: Mr. Harry L. Pearcy

Gentlemen:

Thank you for your letter of September 2nd stating that you have been paid in full by the Sprague-McDowell Co. for your claim in the amount of $32.00 for shrubs furnished on Contract No. 4103.

We will notify the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD
9-8-54

[illegible]RCELONA and
ROYAL FILBERTS
NORTHWEST STRAWBERRY
PLANTS

CAMELLIAS
RHODODENDRONS
OTHER BROADLEAFS
AND CONIFERS

**H. L. PEARCY NURSERY CO.**
WHOLESALE & RETAIL
Telephone 4-1916
ROUTE 2, BOX 190 • SALEM, OREGON

September 2, 1954

4153

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Today I received my pay in full ($32.00) from the Walter W. Sprague Co. for shrubs supplied by my firm for the West Salem roadside planting job. Thanks for your letter to Mr. Sprague which did the trick.

Very truly yours,

H. L. PEARCY NURSERY CO.,

Harry L Pearcy

Harry L. Pearcy

REFERRED TO
BY SECRETARY

RECEIVED
SEP 7 1954
OREGON
STATE HIGHWAY COMMISSION

POSTED ON CARD

RECEIVED
FOR FILING

Mrs Lewis

September 2, 1954

Willamette Irrigation Co.
4521 S. E. Division
Portland 6, Oregon

Attention: Mr. A. A. Olsen
President

Gentlemen:

This acknowledges your letter of August 31, 1954 advising of your claim against the Sprague-McDowell Company in the amount of $301.10 for services rendered that company in connection with its contract with the State Highway Commission for landscaping the west approaches to the bridges over the Willamette River in Salem. The contract to which you refer is State Highway Contract No. 4103. It was completed on June 17, 1954 and was formally accepted by the State Highway Commission on June 23, 1954.

In connection with this job the Sprague-McDowell Company furnished the State a surety bond to guarantee satisfactory completion of the project and the payment of claims arising out of the same. This bond was written by the United States Fidelity and Guaranty Company for whom Karl H. Doerre is local agent with offices in Room 201 Portland Trust Building, Portland 4, Oregon.

I talked to Mr. Sprague over the telephone a few days ago and was informed by him at that time that it is his intention to pay the outstanding claims against this job in the near future. If you do not receive satisfaction of your claim within a reasonable length of time, I would then suggest that you file notice of the claim with the Secretary of State in conformity with the provisions of the Oregon statutes covering such matters, a mimeographed copy of which I enclose for your ready reference. You should also file notice of your claim with the bonding company.

In conformity with our usual practice, I am today bringing your claim to the attention of the United States Fidelity and Guaranty Company and the Sprague-McDowell Company whose present address is Lynnwood, Washington.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

NOTED ON CARD
9-2-54,G

HBG:jmc
Encl.

AIR WORK &
ALLATION
Homes
Parks
Golf
Courses
Etc.

WILLAMETTE
IRRIGATION CO.
Sprinkling Systems
Lawns Installed

4521 S. E. Division
Office: VE 2046
Res.: WE 2863

Portland, Oregon
August 31, 1954

H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Gentlemen:

" A few months ago~~,~~ we completed the work on the sprinkler systems installed around the approach of the new bridges in Salem. We sub-contracted this work from Sprague McDowell in Seattle, Washington. Although the work is completely finished, and has been for quite some time, he, Sprague McDowell still owes us $301.10. "

We are writing this letter hoping there is some way you can exercise your authority so we will be paid this remaining balance.

Thanking you in advance for your efforts in this matter, we remain

Very truly yours
WILLAMETTE IRRIGATION CO.

Albert A. Olsen

A. A. Olsen, Pres.

ANSWERED
H. B. GLAISYER

RECEIVED
SEP 2 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

9-2-54

RECEIVED
FOR FILING

21-11

1

Mrs Lewis

September 2, 1954

United States Fidelity & Guaranty Company
Karl H. Doerre, Agent
201 Portland Trust Building
Portland 4, Oregon

Gentlemen:

The following is quoted from a letter which I have just received from the Willamette Irrigation Company, Portland, which company you will note has a claim against Sprague-McDowell Company in the amount of $301.10 for services rendered in connection with State Highway Contract No. 4103, which was awarded to Sprague-McDowell Company on February 24, 1954 and provides for landscaping of the west approaches to the Willamette River Bridges in Salem:

"A few months ago we completed the work on the sprinkler systems installed around the approach of the new bridges in Salem. We sub-contracted this work from Sprague McDowell in Seattle, Washington. Although the work is completely finished, and has been for quite some time, he, Sprague McDowell still owes us $301.10."

This information is given you inasmuch as the United States Fidelity and Guaranty Company appears as surety on the bond furnished by Sprague-McDowell Company in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Sprague-McDowell Company
Lynnwood, Washington

F. Query

TED ON CARD
9-2-54

RECEIVED
FOR FILING

21-133
4/1

Lewis

August 31, 195

Mr. George C. Bottoms, Manager
U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

Dear Sir:

Attached is a copy of a claim which has been filed with the Secretary of State by L. E. Cooke Company against Sprague-McDowell Company in the sum of $174.60. The claim is for English ivy plants furnished for roadside improvement on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County awarded to Sprague-McDowell Company as our Contract No. 4103.

This information is provided as your company appears as surety on the performance bond furnished for this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA :ehr

Attachment

cc Karl H. Doerre, Agent
201 Portland Trust Building
Portland 4, Oregon

Sprague-McDowell Company

NOTED ON CARD
8-31-54

COPY

L. E. Cooke Co.

WHOLESALE ONLY

Fruit Trees
Shade Trees
Shrubs
Rhododendrons
Berries
Field Grown Stock
Dahlias

ATlantic [illegible]

1716 N. Vista St., San Gabriel, California

August 29 1954

Earl T. Newbry
Secretary of State
Salem, Oregon

Re: Contract #4103
Sprague-[illegible] Co.
Lynnwood, Wash.

Dear Sir:

Notice hereby is given that the undersigned, L. E. Cooke Co., has a claim for plants consisting of English Ivy, in the sum of one hundred seventy four dollars and sixty cents ($174.60) against the bond taken from Sprague-[illegible] Co., Lynnwood, Wash.

Bond written by the United States Fidelity & Guaranty Co., Earl [illegible], agent, [illegible], Portland, Ore., for the work of roadside improvement [illegible] the west approaches to the Willamette River Bridge on the [illegible]-Salem Highway in West Salem, Ore.

Job completed June [illegible], 1954. Accepted by the Highway Commission June [illegible], 1954.

Very truly yours,

L. E. COOKE
L. E. Cooke

RECEIVED
FOR FILING

27-[illegible]
41[illegible]

Lewis

August 31, 1954

L. E. Cooke Company
5716 N. Vista Street
San Gabriel, California

Attention Mr. L. E. Cooke

Gentlemen:

We have your letter of August 29 stating that you have filed a claim with the Secretary of State against Sprague-McDowell Company in the sum of $174.60 for plants furnished on our Contract No. 4103.

Today we were advised by the Secretary of State that your claim had been received, and we have notified the surety that it has been received. The U. S. Fidelity & Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract which assures completion of the work and payment of bills incurred within the contract.

As you may already know, the job was completed June 17 and accepted June 23, 1954, but final payment has not been made pending settlement of several claims against the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

NOTED ON CARD
8-31-54,

L. E. COOKE CO.

WHOLESALE ONLY

ATLANTIC 9-4251

5716 N. VISTA ST., SAN GABRIEL, CALIFORNIA

August 29, 1954

State Highway Commission
Salem, Oregon

Att'n: Mr. Glaisyer, Secretary

Dear Sir:

We have this day filed claim in the amount of one hundred seventy four dollars and sixty cents ($174.60) with Mr. Earl T. Newbry, Secretary of State, for plants furnished to Sprague-McDowell Co. planted on the Willamette bridge highway job, Contract #4103.

Very truly yours,

LCooke

L. E. Cooke

REFERRED TO [illegible] BY SECRETARY

prepare usual letter & record on [illegible]

RECEIVED
AUG 30 1954
OREGON
STATE HIGHWAY COMMISSION

8-29-54

MEMBER – *California Association of Nurserymen*

RECEIVED
FOR FILING

August 31, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention George C. Stephens

Dear Sir:

Thank you for your letter of August 30 to which you had attached 3 copies of a claim filed with your office by L. E. Cooke Company against Sprague-McDowell Company in the sum of $174.60.

This claim was for plants furnished on State Highway Contract No. 4103 for landscaping work and bears your file No. 3460.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAO:ehr

[illegible]
8-31-54,c

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

[illegible]

Dear Sir:

[illegible] principal [illegible] Oregon.

[illegible] Highway Commission [illegible]

[illegible] information and files.

[illegible]

Very truly yours,

[illegible]
Secretary of State

Geo O Stephens

[illegible]

[illegible]
Enc.

RECEIVED
AUG 31 1954
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
AUG 30 1954
FOR FILING

[illegible]
4103

August 30, 1954

Sprague-McDowell Company
Lynnwood, Washington

Attention: Mr. Walter Sprague

Gentlemen:

Pursuant to my promise given you in our telephone conversation today, I enclose a list of the claims that have been filed in the office of the State Highway Commission for landscaping the approaches to the Willamette River Bridges in West Salem, State Highway Contract No. 4103. You will note that the total is $1,601.38 plus. The reason for the plus is I do not know yet the actual amount of the claim of Ferrill's Nursery, but I was advised by Mr. Ferrill that it is in excess of $200.

It is my understanding from our conversation that you intend to pay these claims immediately and forward to me a receipt from each of the claimants. As soon as that is accomplished, I will be very glad to authorize our Auditor to release to you all the monies that are now owing you by the State Highway Department for this job. It will take about ten days or so to get the warrant from the Secretary of State after all of the receipts have been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

cc: F. Query

CLAIMS FILED AGAINST CONTRACT NO. 4103

| | | | |
|---|---|---|---|
| West Salem Fuel Co. | For Sawdust | | $ 357.00 |
| Central Paving Co. | Rental of small Dozer | | 265.38 |
| Doty & Doerner, Inc., Nurseries | Nursery Stock | | 557.40 |
| Knight Pearcy Nursery | Ivy Plants | | 15.00 |
| H. L. Pearcy Nursery Co. | Nursery Stock | | 32.00 |
| Ferrill's Nursery | Plants and Shrubbery | | 200.00 plus |
| | | Sub Total | 1,426.78 plus |
| L. E. Cooke Co. | Plants Furnished | | 174.60 |
| | | Total | 1,601.38 plus |

This contract completed June 17 and accepted June 23, 1954

RECEIVED
AUG 30 1954
FOR FILING

27-11[illegible]

4112-

August 27, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Contract
403

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

We have received a letter from H. L. Pearcy Nursery Company, Route 2, Box 190, Salem, stating that Sprague-McDowell Company owes them the sum of $32.00 for nursery stock furnished on the roadside improvement project to the west approaches to the Salem Bridges on the Willamina-Salem Highway in Polk County.

This information is provided as your company furnished the performance bond for the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Sprague-McDowell Company
Lynnwood, Washington

NOTED ON CARD
8-27-54

RECEIVED
AUG 30 1954
FOR FILING

27-3
4

Lewis

August 27, 1954

H. L. Pearcy Nursery Co.
Route 2, Box 190
Salem, Oregon

Contract
4103

Attention: Mr. Harry L. Pearcy

Gentlemen:

We have your letter of August 25 in which you state that Sprague-McDowell Company owes you $32.00 for nursery stock furnished on the roadside improvement project at the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County. This contract was completed June 17 and accepted by the Commission on June 23, 1954. Final payment, however, has not yet been made.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the bond for this project which assures completion of the work and payment of bills incurred in the contract. If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, we will notify the surety and the contractor that your claim has been received and will also note it in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD
8-24-54

BARCELONA and
ROYAL FILBERTS
NORTHWEST STRAWBERRY
PLANTS

CAMELLIAS
RHODODENDRONS
OTHER BROADLEAFS
AND CONIFERS

**H. L. PEARCY NURSERY CO.**
**WHOLESALE & RETAIL**
Telephone 4-1916
ROUTE 2, BOX 190 • SALEM, OREGON

August 25, 1954

4103

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On April 4, 1954 we supplied Sprague-McDowell Co. of 8624 Aurora Way, Seattle with nursery stock in the amount of $32.06, our invoice No. 1790, for the West Salem roadside planting job. To date we have not received our pay for this invoice. We trust that you will withhold the above amount from their final payment so as to take care of our bill.

Very truly yours,

H.L.PEARCY NURSERY CO.

Harry L Pearcy

Harry L. Pearcy

REFERRED TO
[illegible]
BY SECRETARY

prepare usual letter & record on card

NOTED ON CARD
8-25-54

RECEIVED
AUG 30 1954
FOR FILING

[illegible]
4103

August 27, 1954

Ferrill's Nursery
1315 Chemawa Road
Salem, Oregon

Gentlemen:

I am writing you concerning our telephone conversation of a few moments ago regarding your claim against Sprague-McDowell Company for plants and shubbery furnished that company in connection with its contract with the State Highway Commission for landscape work on the bridge approaches in West Salem. It is my understanding that your claim is in excess of $200 and that you have repeatedly billed the company with no response. You now make inquiry as to what procedure to use in order to collect the amount owing you.

The contract to which you refer is State Highway Contract No. 4103 for roadside improvement on West Approaches to the Bridges in Salem, Polk County. It was awarded to Sprague-McDowell on February 24, 1954. In connection therewith the contractor was required to furnish the State a performance bond to guarantee satisfactory completion of the project and the payment of claims arising out of the work. This bond was written by the United States Fidelity and Guaranty Company for whom Karl H. Doerre, 201 Portland Trust Building, Portland 4, Oregon, is agent.

It is my suggestion that you file notice of your claim with the bonding company and also notice with the Secretary of State in conformity with the provisions of the statutes covering such matters, a mimeographed copy of which I enclose for your ready reference. The filing of your claim with the Secretary of State is required in order to hold the bond liable for the payment of your claim for a period longer than six months after the job is completed and accepted by the State Highway Commission. The bond cannot be held liable if your claim is not filed with the Secretary of State prior to the expiration of that six month period. This is all explained in the law. The form in which you should file your claim with the Secretary of State should be substantially as suggested in the attached excerpt of the law.

The above contract was completed on June 17, 1954 and accepted by the State Highway Commission on June 23, 1954.

This office will appreciate a copy of the claim that you file with the Secretary of State, and upon receipt of the same, we will bring your claim to the attention of the bonding company and the contractor in conformity with the usual procedure in matters of this kind.

Trusting that you receive satisfaction of your claim in the near future, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

cc: F. Query

RECEIVED
AUG 30 1954
FOR FILING

[illegible]
4103

August 25, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a letter dated August 24 from Knight Pearcy Nursery, Post Office Box 12, Salem, in which he states that Sprague-McDowell Company owes him the sum of $15.00 for two flats of ivy furnished for roadside improvement on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County. Sprague-McDowell Company held this contract under our No. 4103.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Sprague-McDowell Co.
Lynnwood, Washington

NOTED ON CARD
8-25-54

RECEIVED
AUG 30 1954
FOR FILING

27-11

1.

August 25, 1954

KnightPearcy Nursery
P. O. Box 12
Salem, Oregon

Attention: Mr. Knight Pearcy

Gentlemen:

This is to acknowledge your letter of August 24 in which you state that Sprague-McDowell owes you $15.00 for ivy plants furnished on Contract No. 4103 for roadside improvement on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County. This contract was completed June 17 and accepted by the Highway Commission on June 23, 1954. Final payment, however has not yet been made.

If you feel that you might wish to protect your claim for a period longer than six months following completion and acceptance of the contract, you should file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the procedure in preparing this filing. In the meantime we will notify the United States Fidelity and Guaranty Company, 201, Portland Trust Building, that the claim has been received. This company furnished the performance bond with this contract. Also, we will enter the claim in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD
8-25-54

[illegible]ENTALS
ROSE BUSHES

FRUIT TREES
NUT TREES

**KNIGHT PEARCY NURSERY**
Salesyard 375 South Liberty Street
P. O. BOX 12
SALEM, OREGON

4103

8/24/54

State Hiway Commission
Salem ore

Gentlemen:-

Your contractor, Sprague-McDowell, purchased items billed on the enclosed statement for use on the Willamina-West Salem roadside job in West Salem and has not paid for them, altho billed several times.

We ask that you protect our account in making final payment to this contractor.

Yours truly
Knight Pearcy nursery

REFERRED TO
BY SECRETARY

RECEIVED
AUG 25 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-24-54 gl

ne 3-3212

— Two Salesyards —
City Yard at 375 So. Liberty St.
Country Yard at Nursery on 99E

STATEMENT

# KNIGHT PEARCY NURSERY

P. O. BOX 12
SALEM, OREGON

Sprague-McDowell
Seattle, Wash

8/1/54

| | |
|---|---|
| 2 flats ivy | 15.00 |

---

from the Sprague-McDowell Company not later than August 15th as indicated in Mr. Sprague's letter to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls. (4)

RECEIVED

FOR FILING

29-1033

4103

July 30, 1954

Mrs. M. L. Shepard
West Salem Fuel Company
1525 Edgewater Street
Salem, Oregon

Dear Mrs. Shepard:

I am returning herewith the four letters that you sent to me under date of July 29, 1954 concerning your claim against the Sprague McDowell Company. I have read them and also the Highway Commission's file on the same subject.

I appreciate your courtesy in letting me read these letters and trust that you will receive satisfaction of your claim from the Sprague-McDowell Company not later than August 15th as indicated in Mr. Sprague's letter to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls. (4)

Phone
2-4031

West Salem Fuel Co.

[redacted]

1525 Edgewater Street West Salem, Oregon

RESIDENCE
Phone
~~2-4020~~
3-7640

7-29-54

Dear Mr. Glaisyer —

I thot you'd enjoy looking at the attached and also referring to previous letters you have on file as listed below.

June 23 - Our letter to you
June 28 - Your reply
July 8 - Your letter
July 9 - Your letter - following up our phone conversation

Would you send these back —attached letter only to me as they are my only copies.

Thanks a lot for all your cooperation and also Mr. Query's.

Mrs. Shepard

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FOR FILING

Fi[illegible]s

July 30, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention: Geo. C. Stephens

Gentlemen:

We acknowledge with thanks your letter of July 28, to which was attached three copies of a claim by Doty & Doerner, Inc., against Sprague-McDowell Co. for materials furnished on roadside improvement of the West Salem Bridge Approaches. Our contract No. 4103; your File No. 3459. The claim is for $557.40.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

[illegible]
7-30-54, gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 28, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Doty & Doerner, Inc., Nurseries 6691 Southwest Capitol Highway, Portland 19, Oregon, and filed as of this date, a notice of claim by said Doty & Doerner, Inc. for nursery stock, furnished in the sum of $557.40 against the bond taken from Sprague-McDowell, Principal and the U. S. Fidelity & Guaranty Company, Surety, Carl H. Doeree, Agent, for the work on Contract 4103, roadside improvement, West Salem Bridge approaches, our file No.3459.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo A Stephens
Clerk
Records Division

NF:H
Encls.-3

RECEIVED
JUL 30 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
7-28-54,

RECEIVED
FOR FILING

Lewis

July 30, 1954

Doty & Doerner, Inc.
6691 Southwest Capitol Highway
Portland 19, Oregon

Attention: Paul E. Doty

Gentlemen:

This is to acknowledge your letter of July 27 to which was attached a copy of a letter addressed to the Secretary of State stating that you have a claim against Sprague-McDowell Co. in the sum of $557.40 on Contract No. 4103.

In this morning's mail, we were advised by the Secretary of State that the claim has been filed with them. Your action will protect your claim for a period longer than six months following completion of the job and acceptance by the Commission.

For your information, the contract was completed June 17, and accepted by the Highway Commission on July 23, 1954. Final payment has not yet been made. We will note the claim in our records and also advise the surety and the contractor that it has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD

~~7-30-54~~

DOTY & DOERNER, INC. ☆ *Nurseries*

6691 SOUTHWEST CAPITOL HIGHWAY   TELEPHONE CHERRY 1168   PORTLAND 19, OREGON

July 27, 1954

4103

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

You will find enclosed copy of letter we are today filing with the Secretary of State, State of Oregon. The letter is self-explanatory.

Very truly yours

DOTY & DOERNER, Inc.

Paul E. Doty

PED/v
encl.

REFERRED TO
Geary
BY SECRETARY

prepare usual letters.
record on card

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

7-27-54

DOTY & DOERNER, INC. ☆ *Nurseries*

6691 SOUTHWEST CAPITOL HIGHWAY  TELEPHONE CHERRY 1168  PORTLAND 19, OREGON

COPY

July 27, 1954

Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned Doty & Doerner, Inc., has a claim for materials, as per copies of invoices attached, in the sum of $557.40 against the bond taken from Sprague-McDowell and U. S. Fidelity & Guarantee Company, Carl H. Doeres, Agent, 201 Portland Trust Building, Portland, Oregon, for the work of Contract #4103, Roadside Improvement, West Salem Bridge approaches.

(Signed) ______________________

By ______________________
President

Address:

6691 S. W. Capitol Highway
Portland 19, Oregon.

cc. Invoices attached

Copies mailed to:

U. S. Fidelity & Guaranty Co.
319 S. W. Washington Street,
Portland, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

COPY

7-27-54 ST

INVOICE

**DOTY & DOERNER, INC.** • *Nurseries*

6691 S. W. Capitol Highway Portland 19, Oregon

Date April 13, 1954

Date Shipped April 12

Purchase Order No.

Via Delivered to West Salem bridge
Salem, Oregon

SOLD TO

Shipped To

Sprague - McDowell
8624 Aurora
Seattle 5, Washington

| QUANTITY | DESCRIPTION | GRADE | PRICE | AMOUNT |
|---|---|---|---|---|
| 1440 | Cotoneaster dammeri | 2 yr. fld gr | 35.00/C | $504.00 |
| | Packing & Transportation cost | | | 13.40 |
| | | | | $517.40 |

COPY

E1

**DOTY & DOERNER, INC.** · *Nurseries*

6691 S. W. Capitol Highway Portland 19, Oregon

Date April 21, 1954

Purchase Order No.

Sold To

Sprague - McDowell
8624 Aurora
Seattle, Washington

Date Shipped April 20

Via Pick Up

Shipped To

| QUANTITY | DESCRIPTION | GRADE | PRICE | AMOUNT |
|---|---|---|---|---|
| 200 | Cotoneaster dammeri | pots | 20.00/C | $40.00 |

COPY

RECEIVED
FOR FILING

Lewis

July 30, 1954

Mr. George C. Bottoms, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Dear Sir:

Attached is a copy of a claim filed with the Secretary of State by Doty & Doerner, Inc., against Sprague-McDowell Co. for materials furnished on roadside improvement to the West Salem Bridge Approaches; our contract No. 4103.

The claim is in the sum of $557.40. This information is provided as your Company appears as surety on the performance bond furnished for the contract mentioned.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

cc: Mr. Karl H. Doerre
201 Portland Trust Building
Portland 4, Oregon

Sprague-McDowell Co.
8624 Aurora Street
Seattle, Washington

NOTED ON CARD
7-30-54

COPY

D
&
D DOTY & DOERNER, INC. NURSERIES

6691 Southwest Capitol Highway Telephone Cherry 1168 Portland 19, Oregon

July 27, 1954

Secretary of State
State ofOregon
Salem, Oregon

Notice hereby is given that the undersigned Doty & Doerner, Inc., has a claim for materials, as per copies of invoices attached, in the sum of $557.40 against the bond taken from Sprague-McDowell and U. S. Fidelity & Guaranty Company, Carl H. Doeree, Agent, 201 Portland Trust Building, Portland, Oregon, for the work of Contract #4103, Roadside Improvement, West Salem Bridge approaches.

(Signed) DOTY & DOERNER, INC.

By Paul E. Doty
President

Address:

6691 S. W. Capitol Highway
Portland 19, Oregon

cc. Invoices attached

Copies mailed to:

U. S. Fidelity & Guaranty Co.
319 S. W. Washington Street,
Portland, Oregon

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

COPY

Invoice

**DOTY & DOERNER, INC. Nurseries**

6691 S. W. Capitol Highway Portland 19, Oregon

Date April 13, 1954

Date Shipped April 12

Purchase Order No. -

Via Delivered to West Salem bridge
Salem, Oregon

SOLD TO

Shipped to -

Sprague - McDowell
8624 Aurora
Seattle 5, Washington

| Quantity | Description | Grade | Price | Amount |
|---|---|---|---|---|
| 1440 | Cotoneaster dammeri | 2 yr. fld gr. | 35.00/C | $504.00 |
| | | Packing & Transportation cost | | 13.40 |
| | | | | $517.40 |

C O P Y

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Invoice

**DOTY & DOERNER, INC. Nurseries**

6691 S. W. Capitol Highway Portland 19, Oregon

Date April 21, 1954

Date Shipped April 20

RECEIVED
JUL [illegible] 1954
FOR FILING

Salem, Oregon
July 26, 1954

REFERRED TO
Mrs. Lewis
BY SECRETARY

note on card

C. H. Maison
Auditor

Dear Mr. Maison:

It is my understanding that final payment to Sprague-McDowell Company for work performed under State Highway Contract No. 4103 is about ready to be made; in fact, I believe, that the voucher covering this final payment was returned by the contractor in today's mail. There have been a number of claims filed against this job, for which reason it is respectfully requested that the voucher covering this payment be held in your office pending satisfactory disposal of the claims. Presently there are three which aggregate approximately the amount of the final payment, and indications are that there may be more.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. uery
M. Astrup

NOTED ON CARD
[illegible]

Lewis

RECEIVED
[illegible]
FOR FILING

27-1

410

July 23, 1954

United States Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

ATTENTION: Karl H. Doerre

Dear Sir:

We have received a letter from the Central Paving Company, Box 127, Independence, Oregon, stating that Sprague-McDowell Company owes them $265.38 for rental of a small bulldozer used in constructing roadside improvements to the west approaches to the Salem Bridges on the Willamina-Salem Highway in Polk County, known as contract No. 4103.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

[illegible]

7-23-54

Lewis

EIVED
JUL 2 4 1954
FOR FILING

27-1

4103

July 23, 1954

Central Paving Company
Box 127
Independence
Oregon

ATTENTION: Emerson B. Page

Dear Sir:

This is to acknowledge your letter of July 22nd advising that Sprague-McDowell Company owes you $265.38 for rental of a bulldoser used on contract No. 4103 for roadside improvement to the west approaches of the Salem Bridges on the Willamina-Salem Highway, Polk County.

The United States Fidelity & Guaranty Company, 201 Portland Trust Building, Portland, furnished the performance bond for this contract. The bond was given to assure satisfactory completion of the work and the payment of bills incurred in the contract. The contract was completed June 17 and accepted by the Commission on June 23, 1954.

If you feel that it is necessary to protect your claim for a period longer than six months following the completion of the project and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure.

In the meantime your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Enc.

ON CARD

7-23-54 S

**Central Paving Company**

CRUSHED ROCK * GRADING * BLACK TOP * OILING * SAND * GRAVEL

PLANT: UGLOW AVENUE AND MILL STREETS PHONE 4141 ~~[illegible]~~, OREGON
Box 127, Independence
July 22, 1954

Oregon State Highway Commission

Salem, Oregon

Re: Contract #4103

Gentlemen:

During the landscaping of the west approaches of the Salem Bridges, the Sprague-McDowell Company rented our small dozer. The total charges amounted to $265.38 of which we have never received payment.

This information is forwarded to you in order that you can advise their surety prior to your final settlement of the contract.

Very truly yours,

CENTRAL PAVING COMPANY

Emerson B. Page

Emerson B. Page
Partner

EBP:hp

REFERRED TO
BY SECRETARY

7-22-54, sl

RECEIVED
JUL 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1954
FOR FILING

27-1533

11 3

July 9, 1954

Mrs. M. L. Shepard
West Salem Fuel Company
1525 Edgewater Street
Salem, Oregon

Dear Mrs. Shepard:

Pursuant to our telephone conversation of a few moments ago, I enclose for your information, excerpts from the Oregon Laws concerning the filing of claims against public work. In the case of claims against state highway contracts, the notice should be filed with the Secretary of State prior to the expiration of a period of six months from acceptance of the project by the State Highway Commission. The form in which the notice shall be filed with the Secretary of State should be substantially as is shown in the excerpt of the law.

Please send to the State Highway Commission a copy of any notice that you may send to the Secretary of State regarding your claim against Sprague-McDowell Company for roadside improvement on the West Approaches to the Salem Bridges.

I would also suggest that you send a copy of the notice to the surety on the bond furnished by Sprague-McDowell in connection with this job. Our records disclose that the bond was written by the United States Fidelity and Guaranty Company for whom Karl H. Doerre, 201 Portland Trust Building, Portland, Oregon is the local agent.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: Floyd Query

Enclosure-1

RECEIVED
FOR FILING

July 8, 1954

George C. Bottoms, Mgr.
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland 4 Oregon

Dear Sir:

State highway contract No. 4103 for work performed on the West Approaches to Salem Bridges on the Willamina-Salem Highway in Polk County was completed by the contractor, Sprague-McDowell Co., on June 17, 1954 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $1,210.67 will be released to the contractor on or after July 19, 1954, providing outstanding claims are satisfied and this office advised. The total contract amount is $16,174.78, and no force account work was performed on the project.

There is a claim filed against this project by West Salem Fuel Co. in the amount of $357.00, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD
7-8-54
rn

RECEIVED
JUL 1[illegible] 1954
FOR FILING

| |
|---|
| [illegible] |
| |
| 4103 |

July 8, 1954

REFERRED TO Query
BY SECRETARY

NOTED
F. QUERY

West Salem Fuel Co.
1525 Edgewater
Salem, Oregon

Gentlemen:

You brought to the attention of the State Highway Commission information that you have a claim against Sprague-McDowell Co., who holds contract No. 4103 with the state for Roadside Improvement on the West Approaches to Salem Bridges on the Willamina-Salem Highway in Polk County.

The Commission does not know the merits of your claim and does not assume any responsibility with respect to its payment. However, as a matter of courtesy, you are advised that the Commission proposes to make final settlement with the contractor on or after July 19, 1954.

This notice is given you so that you may take such steps as you may deem best in your best interest.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

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JUN [illegible]
FOR FILING

97-1[illegible]

4103

Lewis

June 28, 1954

West Salem Fuel Co.
1525 Edgewater Street
West Salem, Oregon

Attention: Mr. Maurice L. Shepard

Gentlemen:

This is to acknowledge your letter of June 23 stating that you have a claim against Sprague-McDowell in the sum of $357.00 for sawdust furnished on State Highway Contract No. 4103 for roadside improvements on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County. This job was completed June 17 and accepted by the State Highway Commission on June 23, 1954. Final payment, however, has not been made.

As you probably know, this contract is covered by a performance bond furnished by the United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland. This bond assures satisfactory completion of the project and also payment of bills incurred on the job.

If you feel that it is necessary to protect your claim against the bond for a period longer than six months following acceptanse of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 6/25

NOTED ON CARD

Phone
2-4031

West Salem Fuel Co.
1525 Edgewater Street West Salem, Oregon

RESIDENCE
Phone
~~2-4820~~
3-7640

4103

June 23, 1954

REFERRED TO
BY SECRETARY

Mr. H. B. Glaisyer, Secretary
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

We have had telephone conversation with members of your staff in regard to the firm of Sprague-McDowell, 8624 Aurora, Seattle 3, Wn., who were awarded the State contract for the landscaping of the West approaches of the Salem bridges. Mr. McDowell of that firm ordered sawdust from us to be blown on these approaches for mulching purposes. A total of 59½ units of sawdust were blown on the property as he requested on April 15, 19, 21, 22 and 26, 1954. Verbal agreement was made by Mr. McDowell at that time that the account would be paid in full by May 10. To date no payment has been received although a statement was mailed on May 1 and on June 1.

This information is being passed on for your record and file as we understand that Sprague-McDowell has been paid in part by the State for the contract in question. This should be considered a claim by us against Sprague-McDowell in the amount of $357.00 which was due May 10 in accordance with advice from Mr. Query of your department. Interest at the rate of 8% should be added to this amount from June 1 to date of payment.

Thank you for your cooperation.

Very truly yours,

Maurice L. Shepard

MAURICE L. SHEPARD, OWNER

mls;
cbs;

RECEIVED
JUN 24 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

June 28, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a letter from West Salem Fuel Company, 1525 Edgewater Street, West Salem, stating that Sprague-McDowell Company owes the Fuel Company $357.00 for 59 1/2 units of sawdust used in roadside improvement on the west approaches to the Salem bridges on the Willamina-Salem Highway in Polk County, otherwise known as Contract No. 4103. This sawdust, they state, was furnished between April 15 and 26, 1954, and payment was promised by May 10.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 6-25

cc - Sprague-McDowell Co.
8624 Aurora Street
Seattle, Washington

NOTED ON CARD

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1954

Section West Approaches to Salem Bridges

Kind of work Roadside Improvement

Highway Willamina - Salem

Section prefix 27-1033

Contractor Sprague - McDowell

Contract number 4103

Date of contract February 24, 1954

Date of completion June 30, 1954

Date work started March 16, 19

Estimated date of completion June 30, 1954

Amount of contract $ 19,345.25

Per cent of time elapsed 89.76 %

Estimated cost of completed project, exclusive of engineering $ 17,950.03

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1851.95, 125.04 %

Date project was completed June 17, 1954

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor mowed lawn, weeded bed areas and placed sawdust mulch on bear & thin spots.

Thursday Mr. McDowell (Contractor), Mr Wharton (Lanscape) and Mr. McGee & C. ONeil over project for completion date inspection. Job Completed June 17,1954.

Working on Semi-Final.

NOTED
FORREST COOPER

RECEIVED
JUN 2 1 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ..............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | " | | |
| Tuesday | Showers | | |
| Wednesday | Cloudy | | |
| Thursday | " | | |
| Friday | Fair | | |
| Saturday | " | | |

State Printing 53382

RECEIVED
MAR 29 1954
FOR FILING

21-1[illegible]

[illegible]

March 26, 1954

Sprague-McDowell Co.
8624 Aurora St.
Seattle, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4103, which was awarded to you on February 24, 1954 by the State Highway Commission, for roadside improvement on the west approaches to Salem Bridges on the Willamina-Salem Highway in Polk County.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 25 1954
FOR FILING

[illegible]

[illegible]

February 26, 1954

Sprague-McDowell Co.
8624 Aurora
Seattle, Washington

Gentlemen:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4103 for roadside improvement of the West Approaches to Salem Bridges on the Willamina-Salem Highway in Polk County. This award was based on your bid of $16,142.20, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: H. G. Smith
S. H. Probert
SIAC W. M. Franswa

28-1017 Deschutes River-Fulton Canyon 1954
Fencing Project on the Columbia
#4104 River Hwy. about 16 miles east
of The Dalles.

RECEIVED
FOR FILING

FORM E30—50M—4-54—74386
28-1017

4104

5220

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 1st, 1954

**SUBJECT:**

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In regard to Assignment #5220, letter from John A. Graf, advising that Mr. Don Miller was complainint that his right of way fence constructed under Contract #4104, Deschutes River-Fulton Canyon Fencing, Colorado Fuel & Iron Corporation, Pacific Coast Division, contractor, was not stockproof, having been constructed too low across humps and ridges and too high across depressions.

Mr. Benedict advised that it was impossible to level out the fence row in the sandy material on account of the fear of starting a sand blow, and that he probably should have foreseen the necessity of getting longer posts, as they had to drive the posts deeper in the sand than anticipated. In addition, fishermen climbing over the wire slacked off 100 feet. Longer posts and additional ones should also have been placed in the V-shaped depressions, but Benedict felt these defects were not the fault of the contractor and we would not be justified in requiring him to move back onto the job and correct them. Therefore, he repaired them with a state maintenance crew in a manner he thought would be satisfactory.

I understand that the property owner is still complaining to the Army Engineers, but they have inspected the fence and consider it satisfactory. I personally looked at the fence while it was being constructed and thought it was a very unusual job, but it illustrates the difficulty of building a fence to suit a property owner. If we had paid him to construct the fence, he would have spent about twenty-five percent of the amount we did and would not have had as satisfactory fence in any respect.

Although the Commission had approved the final payment on this contract, we had asked Mr. Glaisyer to hold it pending the adjustment of this dispute with Miller, but I advised him yesterday that the final estimate could be released, as we did not feel there was any responsibility on the contractor's part.

Very truly yours,

HGSmith

H. G. Smith
Construction Engineer

HGS:AR

1954

## ASSIGNMENT

ate: July 16, 1954 No.____ By____

escription: Letter in dupl. from John A. raf, Corps of Engrs., U.S.Army, 628 Pittock Block, Portland, 7-14-54, asking that we have our contractor, Colo. Fuel & Iron Corp., correct fence on property of Don Miller, east of Deschutes River.

cknowledged by_____ Referred to H. G. Smith

☐ Investigate and report with recommendation
☒ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☒ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

emarks:

xecuted 12-1-54 Report Received__________
me

---

GINEERS, U.S. ARMY
E DISTRICT ENGINEER
, OREGON DISTRICT
PITTOCK BLOCK
AND 5, OREGON

July 14, 1954

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

ocation of your highway around The
No. 4104 with the Colorado Fuel &
ion for right-of-way fencing, this
from Mr. Don Miller, property owner
r, that his fence in several places
nce having been installed too low
high across depressions. It is
ntractor correct the aforementioned
deficiencies.

Very truly yours,

John A. Graf
JOHN A. GRAF
Colonel, Corps of Engineers
Acting District Engineer

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPGD-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

July 14, 1954

REFER TO FILE

NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir:

In connection with the relocation of your highway around The Dalles Dam Project and contract No. 4104 with the Colorado Fuel & Iron Corp., Pacific Coast Division for right-of-way fencing, this office has received a complaint from Mr. Don Miller, property owner just east of the Deschutes River, that his fence in several places is not stockproof due to the fence having been installed too low across humps and ridges and too high across depressions. It is requested that you have your contractor correct the aforementioned deficiencies.

Very truly yours,

John A. Graf
JOHN A. GRAF
Colonel, Corps of Engineers
Acting District Engineer

8

28-10

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4104 | 2-final | COLORADO FUEL & IRON CORP'N |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 13973 | R-99055 | $ 1,042.00 | 7/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: March 31, 1954

Time Extensions: to May 31, 1954 without penalty

Completion Date: May 22, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 7-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed:
NOV 30 [illegible]
Ruth Rawlings

NOTED ON CARD
11-30-54 g

RECEIVED
FOR FILING

July 2, 1954

Fireman's Fund Indemnity Co.
401 California Street
San Francisco 20, California

Gentlemen:

State Highway Contract No. 4104 for work performed on the Deschutes River-Fulton Canyon Section of the Columbia River Highway in Sherman County was completed by the contractor, The Colorado Fuel and Iron Corp., on May 22, 1954, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $1,042.00 will be released to the contractor on or after July 12th. The total contract amount is $2,413.69 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. George J. Campbell
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
7-2-54
md

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FOR FILING
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4104

June 16, 1954

Oregon State Highway Commission

Request for extension of time
No. 10
June 23 and 24 Meeting

Gentlemen:

Herewith is request from the Colorado Fuel and Iron Corporation for an extension of time on the Deschutes River-Fulton Canyon Section of the Columbia River Highway, Contract No. 4104, from March 31, 1954 to May 31, 1954.

The Highway Commission awarded this contract in accordance with an agreement with the Army Engineers, which agreement specified that the Army Engineers would make available the necessary right of way for this contract. They failed to take care of the necessary clearances for right of way,and the contractor was unable to enter upon the property.

The overrun was definitely not the fault of the contractor. I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1954, 19

| | |
|---|---|
| Section Deschutes River - Fulton Canyon | Kind of work Fencing |
| Highway Columbia River | Section prefix 28-1017 |
| Contractor Colorado Fuel and Iron Corp. | Contract number 4104 |
| Date of contract Feb. 24, 1954, 19 | Date of completion March 31, 1954, 19 |
| Date work started April 20, 1954, 19 | Estimated date of completion May 22, 1954, 19 |
| Amount of contract $2,908.85 | Per cent of time elapsed % |

Estimated cost of completed project, exclusive of engineering $ 2,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 100, 50 % Date project was completed 5 - 22, 19 54

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor's men returned to work Monday, and completed all fencing under this contract Saturday noon.

FINAL REPORT.

NOTED
W. C. WILLIAMS

NOTED
H. G. SMITH

NOTED
FORREST COOP

RECEIVED
MAY 27 1954
OFFICE OF
CONS[illegible]

Signed O V Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Fencing

| | [illegible] | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | 600 Rods | | | | |
| Estimated quantities moved or placed to date | 586 " | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 2 | | | | |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, 1 Dodge Power Wagon. ............, ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

State Printing

RECEIVED
APR 8 1954
FOR FILING

[illegible]

4104

April 6, 1954

The Colorado Fuel & Iron Corp.,
Pacific Coast Division
1350 N. W. Raleigh St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4104, which was awarded to you on February 24, 1954 by the State Highway Commission, for fencing on the Deschutes River-Fulton Canyon Section of the Columbia River Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
1954
FOR FILING

February 26, 1954

Colorado Fuel & Iron Corp.
1350 N. W. Raleigh
Portland, Oregon

Gentlemen:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4104 for Deschutes River-Fulton Canyon Fencing Project on the Columbia River Highway in Sherman County. This award was based on your bid of $2,783.59 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MM
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

30-3316 Meacham Rock Production Project 1954
on the Old Oregon Trail north
#4105 and south from Meacham

RECEIVED
FOR FILING

31-1316
41

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4105 | 4-Final | Arthur [illegible]nsen |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25742 | G-110031 | $ 971.06 | 12/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 31, 1954

Time Extensions: Oct. 31, 1954 without penalty

Completion Date: Oct. 19, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED [illegible]

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 2 - 1954
FOR FILING

30-2-16
4105

December 2, 1954

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4105 for work performed on the Meacham Section of the Old Oregon Trail in Umatilla & Union Counties was completed by the contractor, Arthur Simonsen, on October 19, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $973.06 will be released to the contractor after acceptance by the Commission. The total contract amount is $32,435.33, of which amount $90.00 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-2-54

RECEIVED
NOV 18 1954
FOR FILING

20 - [illegible]
41

November 15, 1954

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen on contract No. 4105, covering rock production in the Meacham Section on the Old Oregon Trail in Umatilla & Union Counties. This payment, in the amount of $7,650.52 will be released to the contractor on or after November 26, 1954. The retained percentage is $973.06.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-15-54

Form E-1—10M

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 23, 1954

Section Meacham
Highway Old Oregon Trail
Contractor Arthur Simonsen
Date of contract February 24, 1954
Date work started July 27, 1954
Project authorization $ 37,305.00
Exclusive of Engineering $ 34,652.20

Kind of work Rock Production
Section prefix 30-8316
Contract number 4105
Date of completion August 31, 1954
Estimated date of completion October 19, 1954
Per cent of time elapsed 241/188 128 %

Estimated cost of completed project, exclusive of engineering $ 32,465.

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2652.80

Engineering cost to date $ 1900, 71.6 %

Date project was completed October 19, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished crushing operations and shaping the stockpiles on Tuesday. The final estimate is in the process of being made and will be submitted to the division engineer next week.

This is the final report on this project.

NOTED
B. A. MARTIN

OCT 25 1954
OFFICE OF
ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......................... County, ........%; .......................... County, ........%; .......................... County, ........%; .......................... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ..............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . . ................, . . . . . ..............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
OCT 8 - 1954
FOR FILING

October 7, 1954

Mr. Arthur Simonsen
2925 Grandview Drive
Baker, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time , from August 31 to October 31, 1954, within which to complete your contract No. 4105 for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. F. Parson,
Division Engineer

C. P. Cannon,
Resident Engineer

S. O. Smith,
Construction Engineer

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AUG [illegible]
FOR FILING

30 - 1316
"

August 25, 1954

Oregon State Highway Commission

Request for extension of time
No. 5
September 23 and 24 Meeting

Gentlemen:

Herewith is a request from Arthur Simonsen for an extension of time on the Meacham Rock Production Project, Contract No. 4105, from August 31, 1954 to October 31, 1954.

This contract consisted in furnishing sand materials for winter use and noncompletion will not inconvenience the Department. The contractor has been engaged in furnishing materials under sub-contract on other projects of higher priority, and necessarily left this project until the last. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

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FOR FILING

11

41

March 24, 1954

Mr. Arthur Simonsen
2925 Grandview Drive
Baker, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy each of two contracts awarded by the State Highway Commission, as follows:

Contract No. 4105, for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties, awarded February 24, 1954.

Contract No. 4114, for rock production on the Hardman Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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MAR 1 1954
FOR FILING

[illegible]

41[illegible]

February 26, 1954

Mr. Arthur Simonsen
2925 Grandview
Baker, Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4105 for Meacham Rock Production on the Old Oregon Trail in Umatilla and Union Counties. This award was based on your bid of $32,910 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Porboert
SIAC W. M. Franzwa

33-8306 Dufur-Tygh Valley Rock Production 1954
Project on The Dalles-California
#4106 Hwy. south from Dufur.

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FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 24, 1954

(CONTRACT NO.) 4106

(EST. NO.) 4-final

(CONTRACT0R) C. C. Meisel

(VOUCHER NO.) 17009

(WARRANT NO.) R-102160

(AMOUNT) $ 938.74

(DATE) 8/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 9, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

RECEIVED

FOR FILING

33-8306

41

August 13th, 1954

## FINAL COST ANALYSIS

Rock Production
C. C. Meisel, Contractor
A. V. Benedict, Resident Engineer

Dufur-Tygh Valley Section
Contract #4106

The Dalles-California Highway
Prefix 33-8306

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Rock in S.P. | 1,731.4 | Cu. Yd. | $1.75 | $1.89 | $ 3,280.75 | $ 3,029.95 |
| ½"-¼" " " " " | 7,799.9 | " " | 1.75 | 1.89 | 14,771.41 | 13,649.83 |
| ¼"-0" " " " " | 3,145.3 | " " | 1.75 | 1.89 | 5,956.91 | 5,504.28 |
| Hauling Crushed Rock, Pile Measure | 48,734.1 | Yd. Mi. | 0.18 | 0.0899 | 4,382.69 | 8,772.14 |
| S.P. Screen Rejects in S.P. | 1,340.1 | Cu. Yd. | 0.25 | 0.25 | 335.03 | 335.03 |
| | | | | | $28,726.79 | $31,291.23 |

| | |
|---|---|
| Gross Revenue | $31,291.23 |
| Total Cost | 28,726.79 |
| Net Profit | $ 2,564.44 |

Net Profit Equals 8.1% of Gross Revenue

NOTED
State Highway Engineer

RECEIVED
FOR FILING

33-8306

410

August 13th, 1954

Dufur-Tygh Valley Section
Contract #4106

FINAL COST ANALYSIS
Rock Production
C. C. Meisel, Contractor
A. V. Benedict, Resident Engineer

The Dalles-California Highway
Prefix 33-8306

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Rock in S.P. | 1,731.4 | Cu. Yd. | $1.75 | $1.89 | $ 3,280.75 | $ 3,029.95 |
| ½"-¼" " " " " | 7,799.9 | " " | 1.75 | 1.89 | 14,771.41 | 13,649.83 |
| ¼"-0" " " " " | 3,145.3 | " " | 1.75 | 1.89 | 5,956.91 | 5,504.28 |
| Hauling Crushed Rock, Pile Measure | 48,734.1 | Yd. Mi. | 0.18 | 0.0899 | 4,382.69 | 8,772.14 |
| S.P. Screen Rejects in S.P. | 1,340.1 | Cu. Yd. | 0.25 | 0.25 | 335.03 | 335.03 |
| | | | | | $28,726.79 | $31,291.23 |

| | |
|---|---|
| Gross Revenue | $31,291.23 |
| Total Cost | 28,726.79 |
| Net Profit | $ 2,564.44 |

Net Profit Equals 8.1% of Gross Revenue

NOTED
State Highway Engineer

## Contract #4106

## Breakdown of Crushing Costs

| Item | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Drill & Shoot | 12,676.6 | Cu. Yd. | $ 4,007.97 | $0.316 |
| Move In & Set Up | " | " " | 1,847.19 | 0.145 |
| Haul to Crusher | " | " " | 2,311.03 | 0.182 |
| Crushing | " | " " | 15,109.39 | 1.192 |
| Stockpile | " | " " | 733.49 | 0.057 |
| | | | $24,009.07 | $1.89 |
| Haul to Stockpile | 48,734.1 | Yd. Mi. | $ 4,382.69 | $0.0899 |

# Detail of Cost

| | | |
|---|---|---|
| Labor: | | |
| Labor & Supervision | $11,427.72 | |
| Labor Insurance | 1,061.60 | |
| | | $12,489.32 |
| Equipment Rental & Miscellaneous Supplies: | | |
| Equipment Rental, Owned | $ 6,144.00 | |
| " " , Hired | 5,209.48 | |
| Gas, Oil & Grease | 2,884.13 | |
| Drill & Shoot (Powder Included) | 1,197.35 | |
| Bond | 219.60 | |
| P.U.C. | 20.00 | |
| Small Tools & Misc. Supplies | 250.00 | |
| Home Office & General Overhead | 312.91 | |
| | | 16,237.47 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . | | $28,726.79 |

Remarks:

This was a "State Project" for crushing and stockpiling 12,676.6 cu. yds. of crushed rock for maintenance. The contract was bid and awarded February 24th, 1954. Work started March 29th, 1954, and was completed July 9th, 1954.

The contractor used the rock quarry designated by the State located 1.5 miles easterly from the highway at M.P. 24.1. The contractor moved in his drilling crew and equipment and started drilling March 29th, 1954. The drilling was completed and quarry was shot April 16th, 1954.

The contractor started moving in his three-crusher, semi-portable crushing plant May 3rd, 1954 and was set up and started to crush May 12th. Only one 8-hour shift was worked during the crushing operation. The crushing plant ran very efficiently with only one delay due to breakdown, which lasted 6 days due to a broken crusher shaft. One D-7 cat and dozer was used to feed crusher direct from the pit. A D-4 was used a few days but was unable to keep crusher supplied so was only used on the stockpiling. Three to four 6-yard trucks were used on the long haul and two on the short haul at the plant.

This was a good quarry, the rock breaking small, but was very hard, slowing down production somewhat. The 12,676.6 cu. yds. were produced in approximately 256 hours crushing time, for an average of 49.5 cu. yds. per hour, which was quite below the average capacity for this plant.

The contractor's bid of $1.75 per cu. yd. was too low, as he suffered a loss on the crushing, but he was able to show a good profit on the haul, which allowed a fair profit on the total project instead of a loss.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
AUG 16 1954
FOR FILING

32-1701
10

August 11, 1954

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4106 for rock production on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County was completed by the contractor, C.C. Meisel, on July 9 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $938.74 will be released to the contractor on or after August 21, 1954. The total contract amount is $31,201.23, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

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AUG 3 - 195
FOR FILING

August 2, 1954

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract No. 4106, for rock production on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County.

This payment, in the amount of $8,792.11, will be released to the contractor on or after August 12, 1954. The retained percentage is $938.74.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. G. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
8-2-54

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 10, 1954, 19

| | | | |
|---|---|---|---|
| Section | Dufur-Tygh Valley | Kind of work | Rock Production |
| Highway | The Dalles-California | Section prefix | 33-8306 |
| Contractor | C.C. Meisel | Contract number | 4106 |
| Date of contract | Feb. 24, 1954, 19 | Date of completion | July 31, 1954, 19 |
| Date work started | Feb. 29, 1954, 19 | Estimated date of completion | July 9, 1954, 19 |
| Amount of ~~contract~~ Project | $ 31,142.60 | Per cent of time elapsed | 87 % |

Estimated cost of completed project, exclusive of engineering . . . $ 31,000

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 300, 12 % Date project was completed July 9, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed curshing Monday. Did not finish shaping up piles until Friday so they could be measured.

FINAL REPORT

NOTED
FORREST C[illegible]

RECEIVED
[illegible]
OFFICE OF
[illegible]

NOTED
B. A. MARTIN

Signed A.V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| les in project | | | | | |
| les partially completed | | | | | |
| les completed | | | | | |
| tal estimated quantities | | | 12,000 cu.yds. | | |
| stimated quantities moved or placed to date | | | 12,000 | | |
| erage daily quantities | | | | | |
| erage daily quantities necessary to complete project on time | | | | | |
| umber shifts per day | | | 1 | | |
| ours per shift | | | 8 | | |
| verage force on project for week | | | 8 | | |

ercentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| en and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ....1....

Compressors ............, Bulldozers ..2......, Sheep-foot rollers ............, . . . . ..................., . . . . ..................., . . . . ..................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear | | |
| Monday | Cloudy-Warm | | |
| Tuesday | Hot | | |
| Wednesday | Cloudy | | |
| Thursday | Cloudy | | |
| Friday | Showers | | |
| Saturday | Showers | | |

RECEIVED
FOR FILING

4106

March 24, 1954

Mr. C. C. Meisel
P. O. Box 58
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files two fully executed contracts, which were awarded to you by the State Highway Commission, as follows:

Contract No. 4106, for rock production on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County, awarded February 24, 1954.

Contract No. 4116, for rock production on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING

4106

March 24, 1954

Mr. C. C. Meisel
P. O. Box 58
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files two fully executed contracts, which were awarded to you by the State Highway Commission, as follows:

Contract No. 4106, for rock production on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County, awarded February 24, 1954.

Contract No. 4116, for rock production on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
1954
FOR FILING

February 26, 1954

Mr. C. C. Meisel
Box 566
McMinnville, Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 awarded to you State Highway Contract No. 4106 for rock production project on the Dufur-Tygh Valley section on The Dalles-California Highway in Wasco County. This award was based on your bid of $29,280 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franswa

3-8306 Lone Ranch Creek-California 1954
State Line Rock Production Project
4107 Oregon Coast Hwy., near Brookings.

3-8306 Lone Ranch Creek-California 1954
State Line Rock Production Project
4107 Oregon Coast Hwy., near Brookings.

RECEIVED
FEB 21 1955
FOR FILING

8-8314
4107

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 16, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4107 | 8-Final | Brookings Red-E-Mix Concrete Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 2727 | R-115786 | $ 665.36 | 2/16/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: July 31, 1954

Time Extensions: to Dec. 21, 1954 without penalty

Completion Date: Dec. 21, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 2-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: FEB 17 1955
Ruth Rawlings

8

RECEIVED
FEB 4 1955
FOR FILING

8-4304
4-7

February 3, 1955

REGISTERED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4107 for rock production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County was completed by the contractor, Brookings Red-E-Mix Concrete Co., on December 21, 1954 and was formally accepted by the Commission on January 18, 1955.

Final payment in the amount of $665.36 will be released to the contractor on or after February 14, 1955. The total contract amount is $21,608.40 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8

RECEIVED
FEB 4 1955
FOR FILING

8-8306
4107

February 3, 1955

REGISTERED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4107 for rock production on the Lone Ranch Creek-California State line Section of the Oregon Coast Highway in Curry County was completed by the contractor, Brookings Red-E-Mix Concrete Co., on December 21, 1954 and was formally accepted by the Commission on January 18, 1955.

Final payment in the amount of $665.36 will be released to the contractor on or after February 14, 1955. The total contract amount is $21,608.40 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

RECEIVED
FEB 3 1955
FOR FILING

[illegible]
4107

February 2, 1955

Brookings Ready-Mix Concrete Co.
Brookings
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 18, had under discussion your request for an extension of time from November 1 to December 31, 1954 within which to complete your contract No. 4107, covering the Lone Ranch Creek-California State line Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request to December 21, 1954, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Fred [illegible],
Resident Engineer

[illegible] Smith,
Construction Engineer

RECEIVED
JAN 4 - 1955
FOR FILING

1 - [illegible]

4107

January 3, 1955

REGISTER MAIL

American Surety Company of NewYork
David A. Lewis, Ass't Mgr.
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Brookings Red-E-Mix Concrete Co. on contract No. 4107, covering Rock Production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $1,951.87 will be released to the contractor on or after January 13, 1955. The retained percentage is $647.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
R.U.

Form E-1—10M—11-51

8-8306

M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 1, 1955

Section Lone Ranch Creek-Calif. State Line

Kind of work Rock Production

Highway Oregon Coast

Section prefix 8-8306

Contractor Brookings Red-E-Mix Concrete Co.

Contract number 4107

Date of contract February 25, 1954

Date of completion July 31, 1954

Date work started March 31, 1954

Estimated date of completion December 21, 1954

Amount of contract . . . . . . . . . $22,015.00

Per cent of time elapsed 192 %

Estimated cost of completed project, exclusive of engineering (Engr. $1,832.20) . . . . . . . . . $21,590.76

Per cent of contract completed, based on total contract price . . . . . . . . . 100 %

Engineering cost to date $ 2264.30, 124.2 %

Date project was completed December 21, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was mailed to Roseburg on Wednesday.

| | 3/4"-1/2" | 1/2"-1/4" | 1/4"-#10 (Incl.1/4"-0) |
|---|---|---|---|
| Contract Amount | 3400 | 3400 | 1700 |
| Final Remeasure | 3463.6 | 3337.4 | 1535.2 |

RECEIVED
JAN 4 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Resident Engineer

Address P. O. Box 551, Gold Beach, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 8,500 |  |  |
| Estimated quantities moved or placed to date |  |  | 8,336.2 |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . ................

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear |  |  |
| Monday | " |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Showers |  |  |
| Thursday | Rain - 5 inches |  |  |
| Friday | Showers |  |  |
| Saturday |  |  |  |

State Printing 53382

RECEIVED
DEC 31 1954
FOR FILING

[illegible]
[illegible]

December 30, 1954

Request for extension of time
No. 20
January 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Brookings Red-E-Mix Concrete Company for an extension of time on the Lone Ranch Creek-California State Line Rock Production Project, Contract No. 4107, from November 1, 1954 to December 31, 1954.

During November and December high tides and storm runoffs seriously delayed the contractor in working the gravel bar in the Chetco River.

This project was completed December 21, 1954, and I recommend that the extension be granted to that time without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:jv mo

Enclosure

cc Mr. H. G. Smith

RECEIVED
FOR FILING

4107

November 8, 1954

Brookings Red-E-Mix Concrete Co.
Brookings
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from August 31, 1954 to November 1, 1954, within which to complete your contract No. 4107, for rock production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

George A. Barnhart,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 6 - 1954
FOR FILING

8-8316

October 4, 1954

Oregon State Highway Commission

Request for extension of time
No. 8
October 28 and 29 meeting

Gentlemen:

Herewith is a request from the Brookings Red-E-Mix Concrete Company for an extension of time on the Lone Ranch Creek-California State Line Rock Production Project, Contract No. 4107, from August 31, 1954 to November 1, 1954.

This project was the first venture for the contractor into crushing to state specifications. He was asked to make many adjustments to his plant and also suffered several bad breakdowns. This material is for use during 1955, and no inconvenience or added cost will be incurred by the Department.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
FOR FILING
8-[illegible]
4107

August 18, 1954

Brookings Ready-Mix Concrete Co.
Brookings
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 31 to August 31, 1954 within which to complete your contract No. 4107, covering the Lone Ranch Creek-California State Line Section on the Oregon Coast Highway in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Lynn Everson,
Resident Engineer

[illegible] G. Smith,
Construction Engineer

RECEIVED
JUL 26 1954
FOR FILING

4407

July 22, 1954

Request for extension of time
No. 7
August 9 and 10 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Brookings Red-E-Mix Concrete Company for an extension of time on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway, contract No. 4407, from July 31, 1954 to August 31, 1954.

This contract is the first venture of this type by the contractor and they have had some trouble getting their plant adjusted and working. Also, they were requested to produce material for the Brookings City Street Project which delayed, to a certain extent, the work on the main contract. This contract was for the production of maintenance rock for use during the 1955 season, and no inconvenience or delay will be incurred due to noncompletion by the specified date.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

RECEIVED
[illegible] 1954
FOR FILING

April 6, 1954

Brookings Red-E-Mix Concrete Co.
Brookings
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4107, which was awarded to you on February 25, 1954 by the State Highway Commission, for rock production on the Lone Ranch Creek-California State Line Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FOR FILING

[illegible]

4107

February 26, 1954

Brookings Red-E-Mix Concrete Company
Brookings, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4107 for the Lone Ranch Creek-California State Line Rock Production Project on the Oregon Coast Highway near Brookings in Curry County. This award was based on your bid of $22,015.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SHC

Enclosure

BF-124(5) Rocky Point-Brush Creek 1954
Section Structures (4)
#4108

BF 124(3)

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 5, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4108 | 9-Final | Tom Lillebo |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 8701 | R-121807 | $ 4,601.58 | 5/5/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1954

Time Extensions: None

Completion Date: Dec. 15, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawling

[illegible]

RECEIVED
APR 25 1955
FOR FILING

April 22, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4108 for work performed on the Rocky Point-Brush Creek Section Structures on the Oregon Coast Highway in Curry County was completed by the contractor, Tom Lillebo, on December 15, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $4,601.58 will be released to the contractor on or after May 2, 1955. The total contract amount is $136,940.89 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 4 1955
FOR FILING

[illegible]
4108

April 4, 1955

**REGISTERED MAIL**

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo on contract No. 4108, covering Rocky Point-Brush Creek Structures on the Oregon Coast Highway in Curry County.

This payment, in the amount of $8,673.91, will be released to the contractor on or after April 14, 1955. The retained percentage is $4,092.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 8 1954
FOR FILING
[illegible]

[illegible]

April 6, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4108, which was awarded to you on February 25, 1954 by the State Highway Commission, covering the Rocky Point-Brush Creek Section Structures on the Oregon Coast Highway in Curry County.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

February 26, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4108 for the construction of the Rocky Point-Brush Creek Section structures on the Oregon Coast Highway in Curry County. This award was based on your bid of $157,824.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
W. M. Frans[illegible]e, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

VED
ILING

BF-124(5)

4108

February 25, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4108 for Oregon Project BF-124(5), Rocky Point-Brush Creek Sec. of the Oregon Coast Highway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $137,824.00 at the February 25, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION

UI-78(20) South Umpqua River Bridge 1954
(North Crossing). Pacific
#4109 Hwy. new alignment

UI-78(20) South Umpqua River Bridge 1954
(North Crossing). Pacific
#4109 Hwy. new alignment

A2-18 (25)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 14, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4109 | 10-F | Donald M. Drake Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 6971 | R-120058 | $ 14,309.43 | April 13, 1955 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Dec. 23, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 4-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR [illegible]
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 30 1955
FOR FILING

March 29, 1955

REGISTERED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4109 for constructing the South Umpqua River Bridge (North Crossing) on the Pacific Highway in Douglas County was completed by the contractor, Donald M. Drake Co., on December 23, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $14,309.43 will be released to the contractor on or after April 8, 1955. The total contract amount is $475,168.13 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Automobile Insurance Co.
Edgar R. Barton, Agent
Yeon Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
JAN 24 1955
FOR FILING

(II-78/20)
4109

January 24, 1955

REGISTERED MAIL

American Automobile Insurance Company
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the Donald M. Drake Company on contract No. 4109, covering bridge construction on the South Umpqua River Section, North Crossing, of the Pacific Highway in Douglas County.

This payment, in the amount of $24,459.32 will be released to contractor on or after February 3, 1955. The retained percentage is $14,253.36.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demand incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: American Automobile Insurance Co.,
E. R. Barton, Agent
Yeon Bldg.,
Portland, Oregon

[illegible]
DC

Form PR 2 (Revised 1950)

1-78(20)

4109

1229

State Oregon

Federal Aid Urban Project No. UI-78(20)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of February, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred seventy-six thousand and 00/100 dollars ($276,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2529+15.34 and survey station 2536+29.34, all in the S.W. 1/4, Section 13, T. 27 S., R. 6 W., W.M., without exception,

, length 0.135 miles, in Douglas County, being Oregon Federal Aid / Urban project No. UI-78(20), consisting of 0.000 miles of roadway and one bridges, of more than 20 feet clear span, 0.135 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
DIVISION 8
[illegible]

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred seventy-six thousand and 00/100 dollars ($276,000.00), which does not exceed the authorized Federal pro rata share of five hundred twenty-two thousand, nine hundred one and 50/100 dollars ($522,901.50), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

ASS'T. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
*Bureau of Public Roads.*

OREGON
MAY 24 1954

RECEIVED
MAY 20 1954
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. UI-78 (20)

## SOUTH UMPQUA RIVER (NORTH CROSSING) BRIDGE
## ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code X032
South Umpqua River Bridge (Sta. 2529+15.34 to Sta. 2536+29.34)
(Contract No. 4109)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 39,215.00 |
| 1,300 | cu. yds. | Structural Excavation | $ 7.00 | 9,100.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 20.00 | 200.00 |
| 2,000 | cu. yds. | Class "A" Concrete | 56.00 | 112,000.00 |
| 390,000 | lbs. | Metal Reinforcement | 0.11 | 42,900.00 |
| 610,000 | lbs. | Structural Carbon Steel | 0.20 | 122,000.00 |
| 650,000 | lbs. | Structural Low Alloy Steel | 0.20 | 130,000.00 |
| 1,450 | lin. ft. | Metal Rail | 9.00 | 13,050.00 |
| 100 | lin. ft. | 8-inch Metal Drain Pipe | 3.00 | 300.00 |
| All Required | | Inspection Walk | | 2,000.00 |
| All Required | | Pumping System Complete | | 4,000.00 |
| All Required | | Wire Mesh Fence | | 600.00 |
| | | | Subtotal | $475,365.00 |
| | | | 10% Engr. & Cont. | 47,536.50 |
| | | | Total | $522,901.50 |
| | | Length of Structure | 0.135 Mile | |

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - $276,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - 246,901.50

$522,901.50

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. UI-78 (20)

## SOUTH UMPQUA RIVER (NORTH CROSSING) BRIDGE

## ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; February 9, 1954

032

Type Code X042
South Umpqua River Bridge (Sta. 2529+15.34 to Sta. 2536+29.34)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 15,000.00 |
| 1,300 | cu. yds. | Structural Excavation | $10.00 | 13,000.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 2,000 | cu. yds. | Class "A" Concrete | 70.00 | 140,000.00 |
| 390,000 | lbs. | Metal Reinforcement | 0.115 | 44,850.00 |
| 610,000 | lbs. | Structural Carbon Steel | 0.24 | 146,400.00 |
| 650,000 | lbs. | Structural Low Alloy Steel | 0.24 | 156,000.00 |
| 1,450 | lin. ft. | Metal Rail | 12.00 | 17,400.00 |
| 100 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 400.00 |
| All Required | | Inspection Walk | | 2,500.00 |
| All Required | | Pumping System Complete | | 2,000.00 |
| All Required | | Wire Mesh Fence | | 800.00 |
| | | | Subtotal | $538,500.00 |
| | | | 10% Engr. & Cont. | 53,850.00 |
| | | | Total | $592,350.00 |

Length of Structure 0.135 Mile

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $276,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 316,350.00 |
| | $592,350.00 |

RECEIVED
APR 6 1954
FOR FILING

11-981

[illegible]

April 6, 1954

Donald M. Drake Co.
1600 N. W. Savier St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4109, which was awarded to you on February 25, 1954 by the State Highway Commission, for the South Umpqua River Bridge (North Crossing) on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

UI-78(2)

4109

February 26, 1954

Donald M. Drake Company
1600 N. W. Savier Street
Portland, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4109 for the construction of the South Umpqua River Bridge (North Crossing) on the Pacific Highway in Douglas County. This award was based on your bid of $475,365.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
[illegible]. M. Franswa, SIAC

Enclosure

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

UI-7[illegible])

[illegible]

February 25, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4109 for Oregon Project UI-78(20), South Umpqua River (North Crossing) Bridge on the Pacific Highway, to Donald M. Drake Co. of Portland, Oregon, low bidder in the amount of $475,365.00 at the February 25, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

UI-78(20)

4127

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project UI-78(20), South Umpqua River (North Crossing) Bridge, on the Pacific Highway in Douglas County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

G. G. Polk
G. G. POLK
District Engineer

RECEIVED
FEB 17 1954
OREGON
STATE HIGHWAY COMMISSION

12-8313 Canyon City-Seneca Rock 1954
Production Project on the John
#4110 Day Burns Hwy. south from Canyon City

RECEIVED
SEP 19 1955
FOR FILING

NOTED
State Highway Engineer

eptember 14th, 1955

Canyon City-Seneca
Contract #4110

# FINAL COST ANALYSIS
Rock Production
E. H. Itschner, Contractor
John H. Walker, Resident Engineer

John Day-Burns Highway
Prefix 12-8313

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Rock in Stockpile | 2,638 | Cu. Yd. | $2.95 | $2.46 | $ 6,483.41 | $ 7,782.10 |
| ½"-¼" Cr. Rock in Stockpile | 3,531.3 | " " | 2.95 | 2.46 | 8,680.91 | 10,417.34 |
| ¼"-#10 Cr. Rock in Stockpile | 1,581.1 | " " | 2.95 | 2.46 | 3,883.44 | 4,664.25 |
| ½"-#10 Cr. Rock in Stockpile | 2,050.1 | " " | 2.95 | 2.46 | 5,037.18 | 6,047.80 |
| S.P. Purchase #10-0" Rejects in Stockpile | 600 | " " | .25 | .25 | 150.00 | 150.00 |
| S.P. Haul Adjustment, Favor of Contractor | 3,794.5 | Yd. Mi. | .12 | .12 | 455.34 | 455.34 |
| | | | | | $24,690.28 | $29,516.83 |

| | |
|---|---|
| Gross Revenue | $29,516.83 |
| Total Cost | 24,690.28 |
| Net Profit | $ 4,826.55 |

Net Profit Equals 16.3% of Gross Revenue

Canyon City-Seneca
Contract #4110

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Labor | $4,262.81 | |
| Labor Insurance | 477.42 | $ 4,740.23 |
| **Equipment Rentals & Misc. Supplies:** | | |
| Equipment Rental | $8,152.50 | |
| Gas, Oil & Grease | 1,778.85 | |
| Bond | 221.38 | |
| P.U.C. | 76.22 | |
| P.L. & P.D. Insurance | 53.29 | |
| Small Tools & Misc. Supplies | 375.60 | |
| Home Office & General Overhead | 1,199.55 | |
| Amount Paid for Drilling & Blasting | 3,430.18 | |
| Amount Paid for Hauling Crushed Material & Stockpiling | 4,662.48 | 19,960.05 |
| Total Cost | | $24,690.28 |

## Canyon City-Seneca Section
## Contract #4110

### Breakdown of Crushing Cost

|  | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Strip Pit | 9,800.5 | Cu. Yd. | $ 130.86 | $0.013 |
| Move In & Set Up | " | " " | 3,011.40 | 0.307 |
| Drill & Shoot | " | " " | 3,430.18 | 0.35 |
| Load & Haul to Crusher | " | " " | 4,062.92 | 0.414 |
| Crushing | " | " " | 7,587.60 | 0.774 |
| Haul & Stockpile (3.31 Mi. Average Haul) | " | " " | 4,662.48 | 0.475 |
| General Overhead | " | " " | 1,199.50 | 0.122 |
|  |  |  | $24,084.94 | $2.455 |

Crushing time was 176 hours for an average of 55½ cubic yards per hour.

Canyon City-Seneca Section
Contract #4110

Remarks:

This was a "State Project" for crushing and stockpiling 9,800.5 cubic yards of rock for maintenance. The contract was bid and awarded February 25th, 1954; work started June 15th, 1954 and the project was completed August 18th, 1954.

The drilling crew started work with two truck-mounted compressors and wagon drill July 7th at the designated rock quarry located 0.8 mile westerly via existing county road from M.P. 16.6, and drilling and shooting was completed July 24th, 1954.

The contractor started moving in and setting up the crushing plant July 7th; crushing was started July 23rd and the project completed August 18th, 1954. A total of 9,800.5 cubic yards of rock was crushed in 176 hours for an average of 55.5 cubic yards per hour.

The contractor had good bid prices, good equipment and supervision, realizing an excellent profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

p

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DEC 13 1954
FOR FILING

12-8313
4110

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 18, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4110 | 3-final | R. H. Itschner | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 21196 | D-106169 | $ 1,213.87 | 10/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified Completion Date: July 31, 1954

Time Extensions: to Sep. 15, 1954 without penalty

Completion Date: Aug. 18, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 10 1954
Ruth Rawlings

RECEIVED
OCT 8 - 1954
FOR FILING

October 7, 1954

[illegible]. H. Itschner Co.
Molalla
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 23 had under discussion your request for an extension of time, from July 31 to September 15, 1954, within which to complete your contract No. 4110 for rock production on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. F. Larson,
Division Engineer

John H. Walker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 7 - 1954
FOR FILING

12-X[illegible]
4110

October 7, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4110 for rock production on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County was completed by the contractor, E. H. Itschner Co., but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,213.87 will be released to the contractor after acceptance by the Commission. The total contract amount is $29,516.83 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. H. Itschner Co. a portion of the funds heretofore retained by the Commission on contract No. 4110, for rock production on the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County.

This payment, in the amount of $12,691.56, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $875.35. The present payment will be released on or after September 27, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD

9-17-54

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1954

Section Canyon City - Seneca

Kind of work Rock Production

Highway John Day - Burns

Section prefix 13 - 8313

Contractor E. H. Itschner

Contract number 4110

Date of contract February 25, 1954

Date of completion July 31, 1954

Date work started June 15, 1954

Estimated date of completion August 18, 1954

Amount of contract $29,205

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $29,500

Per cent of contract completed, based on total contract price 94 %

Engineering cost to date $1000.00, 43% %

Date project was completed 8 - 18, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract completed August 18, 1954. Contractor plans to leave his equipment on the site until after the next letting.

Materials all have been measured and worked up. There is some question on how much of the #10 - 0" material should be purchased. Semi-final will be mailed by Tuesday of next week.

THIS IS THE FINAL REPORT

NOTED
OSCAR [illegible]

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed John H. Walker By: Howard C. Johnson

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 22.95 | | |
| Miles partially completed | | | | | |
| Miles completed | | | 22.95 | | |
| Total estimated quantities | | | 10,000 Cy. | | |
| Estimated quantities moved or placed to date | | | 10,000 Cy. | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:
.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ................., . . . . . ................., . . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | Cloudy | | |
| Tuesday | Cloudy | | |
| Wednesday | Cloudy | | |
| Thursday | Cloudy | | |
| Friday | Cloudy | | |
| Saturday | Cloudy | | |

RECEIVED
AUG 24 1954
FOR FILING

[illegible]

4110

August 23, 1954

Oregon State Highway Commission

Request for extension of time
No. 3
September 23 and 24 Meeting

Gentlemen:

Herewith is a request from E. H. Itschner Company for an extension of time on the Canyon City-Seneca Rock Production Project, Contract No. 4110, from July 31, 1954 to September 15, 1954.

Extreme wet weather prevented the starting on this project as soon as was anticipated and caused a slight overrun in time. None of the materials to be used on this contract is needed before the winter season, and the State will not be inconvenienced because of the overrun. I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

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APR 23 1954
FOR FILING

[illegible]

4110

April 22, 1954

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith two copies of contracts awarded to you by the State Highway Commission which have been fully executed, as follows:

Contract No. 4101, for the Grant County Line-Lancaster Section of the John Day Highway in Malheur and Baker Counties, awarded February 24, 1954.

Contract No. 4110, for the Canyon City-Seneca Section of the John Day-Burns Highway in Grant County, awarded February 25, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

FOR FILING

12-8313

4110

February ~~25~~ 26, 1954

E. H. Itschner Company
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4110 for the Canyon City-Senaca Rock Production Project on the John Day-Burns Highway in Grant County. This award was based on your bid of $29,405.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

Enclosure

15-1497 Trail-Cascade Gorge Aerial 1954
Photography & Topgraphic Mapping
#4111 Proj., Crater Lake Hwy.

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5 - 1[illegible]
FOR FILING

15 -1497
411

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4111 | 8-Final | Henry R. Staats | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 26726 | R-111808 | $ 664.44 | 12/29/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
R. F. Rawlings

---

Specified Completion Date: July 31, 1954

Time Extensions: to Sept. 30, 1954 without penalty

Completion Date: Sept. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

15-1497
4111

December 16, 1954

REGISTERED MAIL

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4111 for work performed on the Trail-Cascade Gorge Section of Crater Lake Highway in Jackson County was completed by the contractor, Henry R. Staats, on September 30, 1954, and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $664.44 will be released to the contractor on or after December 27, 1954. The total contract amount is $22,147.92, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

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DEC 1 - 1954
FOR FILING

15-1191
4111

November 30, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Henry R. Staats on contract No. 4111, for aerial photography and topographic mapping on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County. This payment, in the amount of $7,491.56, will be released to the contractor on or after December 10, 1954. The retained percentage is $664.44.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

11-30-54

Form E-1

15-1497

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 23rd., 1954, 19

Section Trail - Cascade Gorge

Kind of work Aerial Photography and Topographic Mapping

Highway Crater Lake

Section prefix 17 - 1497

Contractor Henry R. Staats

Contract number 4,111

Date of contract February 25th., 1954, 19

Date of completion July 31st., 1954, 19

Date work started March 22nd., 1954, 19

Estimated date of completion , 19

Amount of contract . . . . . . . . . $ 23,640.00

Per cent of time elapsed 153.9 % %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . $ 23,640.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . 100 % %

Engineering cost to date $ 2,110.28, 100 % %

Date project was completed September 30th., 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Survey party referencing points on contractors traverse lines that will probably be usefull in the future work on this section.

[illegible] ILLER

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed Glen E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

RECEIVED
OCT 25 1954
OFFICE OF
[illegible] ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | ~~GRADING~~ Surveying | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 13 | | | | |
| Miles partially completed | ---- | | | | |
| Miles completed | 13 | | | | |
| Total estimated quantities | ---- | | | | |
| Estimated quantities moved or placed to date | ---- | | | | |
| Average daily quantities | ---- | | | | |
| Average daily quantities necessary to complete project on time | ---- | | | | |
| Number shifts per day | ---- | | | | |
| Hours per shift | ---- | | | | |
| Average force on project for week | ----- | | | | |

Percentages of men employed on contract to be secured from:

.................................. County, ........%; .................................. County, ........%; .................................. County, ........%; .................................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, ---------------- . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Cloudy | | |
| Tuesday | Showers | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Showers | | |
| Saturday | | | |

STATE PRINTING

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Mr. Henry [illegible]. Staats
2626 S. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from August 31 to September 30, 1954, within which to complete your contract No. 4411 for aerial photography and topographic mapping on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom [illegible],
Division Engineer

Glenn Roberts,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
SEP 22 1954
FOR FILING

15-1419

September 21, 1954

Oregon State Highway Commission

Request for extension of time
No. 20
September 23 and 24 Meeting

Gentlemen:

Herewith is a request from Henry R. Staats for an extension of time on the Trail-Cascade Gorge Aerial Survey, Contract No. 4111, from August 31, 1954 to September 30, 1954.

Because of extremely rugged terrain more field checking was required than normally would be anticipated.

The overrun in time will not inconvenience the Department and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:js fp

RECEIVED
SEP 15 1954
FOR FILING

[illegible]
4111

September 14, 1954

Delano Aerial Surveys
1536 S. E. 11th Avenue
Portland 14, Oregon

Attention: Mr. Leonard H. Delano

Gentlemen:

Reference is made to your letter of September 9, 1954, regarding payments on the Trail-Cascade Gorge Aerial Photography and Topographic Mapping Project, in Jackson County, Contract No. 4111.

Payments to August 10:

| | | | |
|---|---|---|---|
| Item No. 1. | Aerial Photography, | 6.79 sq. mi. | $ 696.41 |
| Item No. 2. | Photograph Contact prints, | 159 each | 79.50 |
| Item No. 3. | Topographic Mapping | 4 sq. mi. | 7,689.74 |
| Item No. 4. | Coordinating bench marks and land corners, | 90% | 5,400.00 |
| P.A. #1. | Additional Survey work | 100 hours | 1,550.00 |
| | Total earned under contract | | $15,415.65 |
| | Retained percentage: 7½% item 2, 50% item 3, 10% on balance | | 4,615.47 |
| | Total payments to contractor | | $10,800.18 |

Estimate No 6, for work done to September 10, was received this morning. Payment will be made on this estimate for additional 2.74 sq. miles of topographic mapping at 50% of the bid price. When the topographic maps are accepted as corrected and completed an additional 42½% payment will be made on this item. To date the Engineer has not reported any completed sheets.

Additional payments on the contract will be determined by progress of accepted work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:dw

RECEIVED
SEP 15 1954
FOR FILING

4111

September 14, 1954

Delano Aerial Surveys
1536 S. E. 11th Avenue
Portland 14, Oregon

Attention: Mr. Leonard H. Delano

Gentlemen:

Reference is made to your letter of September 9, 1954, regarding payments on the Trail-Cascade Gorge Aerial Photography and Topographic Mapping Project, in Jackson County, Contract No. 4111.

Payments to August 10:

| | | |
|---|---|---|
| Item No. 1. Aerial Photography, | 6.79 sq. mi. | $ 696.41 |
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| Item No. 3. Topographic Mapping | 4 sq. mi. | 7,689.74 |
| Item No. 4. Coordinating bench marks and land corners, | 90% | 5,400.00 |
| P.A. #1. Additional Survey work | 100 hours | 1,550.00 |
| Total earned under contract | | $15,415.65 |
| Retained percentage: 7½% item 2, 50% item 3, 10% on balance | | 4,615.47 |
| Total payments to contractor | | $10,800.18 |

Estimate No 6, for work done to September 10, was received this morning. Payment will be made on this estimate for additional 2.74 sq. miles of topographic mapping at 50% of the bid price. When the topographic maps are accepted as corrected and completed an additional 42½% payment will be made on this item. To date the Engineer has not reported any completed sheets.

Additional payments on the contract will be determined by progress of accepted work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

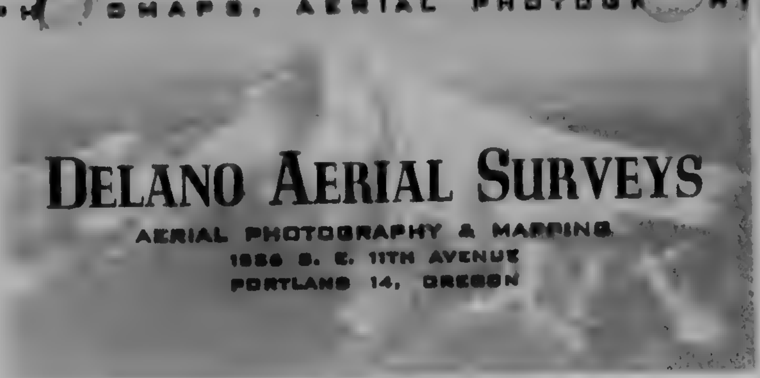
DBP:dw

TOPOGRAPHIC MAPS, PHOTOMAPS, AERIAL PHOTOGRAPHY, MOSAICS, LAB WORK

ASSOCIATED WITH
WESTERN MAPPING COMPANY
PRECISION MAPPING

OWNERS OF
BRUBAKER SURVEY FILES

DELANO STUDIOS
COMMERCIAL PHOTOS



DELANO AERIAL SURVEYS
AERIAL PHOTOGRAPHY & MAPPING
1636 S. E. 11TH AVENUE
PORTLAND 14, OREGON

PHONE: EMPIRE 2139

MEMBER
AM. SOCIETY OF PHOTOGRAMMETRY

September 9, 1954.

Smith

Mr. R. H. Baldock,
Oregon State Highway Dept.,
Salem, Ore.

Attn. Mr. C. F. Smith, Contract Accounting

Re: Trail-Cascade Gorge
mapping contract

Sir:

Please advise at your early convenience amounts thus far paid on this contract and items for which paid.

Also advise monies left unpaid on contract, and in what order they will be released. Thank you.

Very truly yours,

Leonard H. Delano

Leonard H. Delano
WESTERN MAPPING CO. and
DELANO AERIAL SURVEYS

LHD:GM

RECEIVED
AUG 19 1954
FOR FILING

15-4111
4111

August 18, 1954

Mr. Henry R. Stante
2626 N. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 31 to August 31, 1954 within which to complete your contract No. 4111, covering aerial photography and topographic mapping on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

G. F. Roberts,
Resident Engineer

M. G. Smith,
Construction Engineer

RECEIVED
JUL 27 1954
FOR FILING

[illegible]

4111

July 26, 1954

Oregon State Highway Commission

Request for extension of time
No. 8
August 9 and 10 Meeting

Gentlemen:

Herewith is a request from Henry E. Steele for an extension of time on the Trail-Cascade Gorge Aerial Survey Contract No. 4111, from July 31, 1954 to August 31, 1954.

Adverse weather conditions in March and April definitely limited the taking of necessary photos, and also considerable delay was incurred in receiving data from the government on geodetic positions in the vicinity of Prospect.

No inconvenience or additional expense will be incurred due to the overrun in time, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
MAR 29 1954
FOR FILING

15-417

4111

March 26, 1954

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4111, which was awarded to you on February 25, 1954 by the State Highway Commission, covering aerial photography & topographic mapping on the Trail-Cascade Gorge Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

1[illegible] - 1411

4111

February ~~25~~ 26, 1954

Mr. Henry R. Staats
2646 S. E. Ankeny
Portland, Oregon

Dear Mr. Staats:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4111 for the Trail-Cascade Gorge Aerial Photography and Topographic Mapping Project on the Crater Lake Highway in Jackson County. This award was based on your bid of $21,895.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the retular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

Enclosure

BFI-161(23) Six Structures on Goshen- 1954
Coast Fork-Willamette River
#4112 Unit, Pacific Hwy.

RECEIVED
SEP 30 1955
FOR FILING
[illegible]

4112

September 30, 1955

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

State Highway Contract No. 4112 for six structures on the Goshen-Coast Fork on the Willamette River Unit was completed March 31, 1955 and accepted by the Highway Commission on June 14, 1955.

Contract No. 4100 for four structures on the Goshen-Coast Fork Willamette River Unit was completed November 30, 1954 and accepted by the Highway Commission on December 7, 1954.

Contract No. 4246 for two structures on the Goshen-Divide, Coast Fork Willamette River-Divide Unit is not yet completed although it is expected that the contract will be completed about October 31, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

PHONE CAPITOL 6-2511

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES

2555 N. W. NICOLAI STREET

PORTLAND 10, OREGON

September 28, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glasyer, Secretary

Subject: Acceptance Dates of Bridges
Contracted for by Columbia Empire
Constructors, Inc. and P. S. Lord
Mechanical Contractors

Gentlemen:

This company has furnished reinforcing steel to P. S. Lord Mechanical Contractors and Columbia Empire Constructors, Inc. for use on the following structures:

Highway Letting - February 25, 1954

LANE COUNTY - Six Structures on Goshen-Coast Fork of the Willamette River Unit, Pacific Hwy. Federal Aid Project BFI-161 (23)

4112

1. Frontage Road Undercrossing, Bridge 7735, Sta. 105
2. & 3. Channel Change Bridges, Bridges 7738 A & C, Sta. 283 + 65
4. Creswell Undercrossing, Bridge 7739
5. & 6. Channel Change Structures, Bridges 7740 A & B, Sta. 305 + 45

Highway Letting - February 24, 1954

LANE COUNTY - Four Structures on Goshen-Coast Fork of Willamette River unit, Pacific Hwy. Federal Aid Project BFI-161 (23)

4100

1. County Road Undercrossing, Bridge 7741, Sta. 335 + 91
2. County Road Undercrossing, Bridge 7742, Sta. 415 + 25
3. Channel Change Bridge, Bridge 7743A, Sta. 418 + 57
4. Channel Change Bridge, Bridge 7744, Sta. 24 + 98

REFERRED TO
BY SECRETARY

PHONE CAPITOL 6-2511

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

September 28, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glasyer, Secretary

Subject: Acceptance Dates of Bridges
Contracted for by Columbia Empire
Constructors, Inc. and P. S. Lord
Mechanical Contractors

Gentlemen:

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Highway Letting - February 25, 1954

LANE COUNTY - Six Structures on Goshen-Coast Fork of the Willamette River Unit, Pacific Hwy. Federal Aid Project BFI-161 (23)

4112

1. Frontage Road Undercrossing, Bridge 7735, Sta. 105
2. & 3. Channel Change Bridges, Bridges 7738 A & C, Sta. 283 + 65
4. Creswell Undercrossing, Bridge 7739
5. & 6. Channel Change Structures, Bridges 7740 A & B, Sta. 305 + 45

Highway Letting - February 24, 1954

LANE COUNTY - Four Structures on Goshen-Coast Fork of Willamette River unit, Pacific Hwy. Federal Aid Project BFI-161 (23)

4100

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2. County Road Undercrossing, Bridge 7742, Sta. 415 + 25
3. Channel Change Bridge, Bridge 7743A, Sta. 418 + 57
4. Channel Change Bridge, Bridge 7744, Sta. 24 + 98

REFERRED TO
BY SECRETARY

Hwy

Oregon State Highway Commission - 2
September 28, 1955

4246

Highway Letting - August 9 and 10, 1954

LANE COUNTY - Two Structures on Coast Fork Willamette River-
Divide Unit, Pacific Highway.
Federal Aid Project BFI-161 (20)

[illegible] Compl 10-21
about 85% done now 9-30

1. Coast Fork Willamette River Bridge - South Crossing
   Bridge 7809
2. Woodard Logging Road Overcrossing - Bridge 7810

Your help in notifying us of the acceptance dates of the above structures will be sincerely appreciated. If any of the above structures have not yet been accepted, we would appreciate your letting us know their approximate completion status according to your records.

Thank you for your help.

Sincerely,

Neil A. Austin

NEIL A. AUSTIN

R

RECEIVED
SEP 30 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1955
FOR FILING

BFI-161 (23)
4112

FORM E-120 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 20,1955

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on June 14 had under discussion your request for an extension of time from March 1 to March 31, 1955 within which to complete your contract No. 4112, for constructing six structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Wallace A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JUN 10 1955
FOR FILING

[illegible]

4112

June 9, 1955

Oregon State Highway Commission

Request for extension of time
No. 6
June 30 and July 1 meeting.
approved by Comm.
on [illegible]
June 13 17, 1955

Gentlemen:

Re: Six Structures on Goshen-Coast
Fork Willamette River Unit
Contract No. 4112

Columbia Empire Constructors, Inc., & F. S. Lord Mechanical Contractors, contractor on the Six Structures on the Goshen-Coast Fork Willamette River section of the Pacific Highway in Lane County, has requested a second extension of time from February 28, 1955, to March 31, 1955, in which to complete the contract.

All items of work with the exception of a small amount of cleanup of the bridge sites, backfilling footings, etc., were completed before February 28, 1955. All work was completed on the contract on March 31, 1955.

It is recommended that this second extension of time be granted without penalty and also that the contract be accepted as complete on March 31, 1955. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

Attached

3F1-161(23)

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 12, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4112 | 11-Final | Columbia Empire Constructors, Inc &<br>P. S. Lord Mechanical Contractors | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 9349 | R-122424 | $ 5,408.85 | 5/12/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Nov. 30, 1954

Time Extensions: to March 1, 1955 without penalty

Completion Date: March 31, 1955

Date Accepted: June 14, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 6-20-55

To the Accounting Division:

NOTED ON CARD

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 20 1955 Received warrant No. R-122424 this date, 6/20/55

Ruth Rawlings Thomas D. Telford

RECEIVED
MAY 5 1955
FOR FILING

| |
|---|
| |
| 411 (5) |
| 4112 |

May 5, 1955

REGISTERED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4112 for work performed on the six Structures on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County was completed by the contractor, Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, on March 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,408.85 will be released to the contractor after acceptance by the Commission. The total contract amount is $122,747.47 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
MAR 21 1955
FOR FILING

March 18, 1955

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors a portion of the funds heretofore retained by the Commission on contract No. 4112, covering six structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County.

This payment, in the amount of $7,370.88, reduces the retained percentage to 3% of the total amount earned by the contractor or the sum of $3,629.03. The present payment will be released on or after March 28, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
H. K. McIVER, MEMBER
PORTLAND.
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 3 1955
FOR FILING
I 1411-1
4111

February 2, 1955

Columbia Empire Constructors, Inc. &
P. S. Lord, Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from November 30, 1954 to March 1, 1955 within which to complete your contract No. 4112, covering six structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
DEC 31 1954
FOR FILING

RF I - 161 (20)
4/11

December 2[illegible], 1954

Request for extension of time
No. 18
January 18 and 19 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Six Structures on [illegible]-Coast Fork
Willamette River Unit
Contract No. 4112

Columbia Empire Constructors, Inc., and [illegible], mechanical contractors, who are the contractors on the six structures on the [illegible]-Coast Fork Willamette River Unit of the Pacific Highway in Lane County, have requested an extension of time from November 30, 1954, to March 1, 1955, in which to complete the contract.

All work on five of the structures is practically complete. Work on the sixth structure could not be done until traffic on the Pacific Highway had been diverted to a detour. This detour was to be constructed by others. Completion of the detour was delayed until the last week of November.

The traveling public will not be inconvenienced by the delay any more than if the contract had been completed on time, and there will be no additional engineering expense incurred by the State. As this delay was not the responsibility of the contractors, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/da
Attached

Form PR 2 (Revised 1950)

State Oregon

Project No. BFI-161(23)

[illegible]

4112

Federal Aid Bond Issue

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 7th day of January, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety thousand and 00/100 dollars ($190,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station LM 73+15.2 in the NW 1/4, Section 24, T. 18 S., R. 3 W., W.M., and survey station 418+82 in the SE 1/4, Section 26, T. 19 S., R. 3 W., W.M., except stations LM 75+48.2 - 155+40, 156+60 - 283+40, 283+90 - 305+13, and 305+77 - 418+32, but including highway underpass structures in the exceptions at stations 105+00, 220+84.54, 294+94.3, 335+91.32, and 415+25.10 and appurtenant structures left of stations 283+65 and 415+25.10, ________, length 0.098 miles, in Lane County, being Oregon Federal Aid / Bond Issue project No. BFI-161(23), consisting of 0.000 miles of roadway and thirteen bridges, each of more than 20 feet clear span, 0.098 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety thousand and 00/100 dollars ($190,000.00), which does not exceed the authorized Federal pro rata share of three hundred six thousand, eight hundred fifty-eight and 97/100 dollars ($306,858.97), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

OREGON ★ MAY 25 1954

RECEIVED ★ MAY 20 1954 ★ DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. HFI-161 (23)

## GOSHEN-COAST FORK WILLAMETTE RIVER SECTION (STRUCTURES)
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

### STRUCTURES

Type Code X221
Goshen Grade Separation (#7732) (L.N. Sta. 73+15.20 to Sta. 75+48.20) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 350 | cu. yds. | Structural Excavation | $ 8.00 | $ 2,800.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 570 | cu. yds. | Class "A" Concrete | 55.00 | 31,350.00 |
| 127,000 | lbs. | Metal Reinforcement | 0.11 | 13,970.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 140.00 |
| | | | | $ 48,410.00 |

Type Code X021
Camas Swale Bridge (#7736) (L.S. Sta. 155+40 to 156+60) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Structural Excavation | $ 10.00 | $ 1,400.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 460 | lin. ft. | Furnish Treated Timber Piling | 0.87 | 400.20 |
| 10 | only | Drive Treated Timber Piles | 60.00 | 600.00 |
| 1,000 | lin. ft. | Furnish Untreated Timber Piling | 0.45 | 450.00 |
| 32 | only | Drive Untreated Timber Piles | 60.00 | 1,920.00 |
| 220 | cu. yds. | Class "A" Concrete | 55.00 | 12,100.00 |
| 54,000 | lbs. | Metal Reinforcement | 0.11 | 5,940.00 |
| | | | | $ 22,960.20 |

Type Code X721
Kuni Road Undercrossing (#7737) (L.S. Sta. 220+84.54) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,520.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 2,200 | lin. ft. | Furnish Treated Timber Piling | 0.90 | 1,980.00 |
| 60 | only | Drive Treated Timber Piles | 60.00 | 3,600.00 |
| 240 | cu. yds. | Class "A" Concrete | 55.00 | 13,200.00 |
| 53,000 | lbs. | Metal Reinforcement | 0.11 | 5,830.00 |
| 90 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 315.00 |
| | | | | $ 26,595.00 |

Type Code X721
Undercrossing (#7735) (L.S. Sta. 105+00) (Contract No. 4112)

| | | | | |
|---|---|---|---|---|
| 120 | cu. yds. | Structural Excavation | $ 3.25 | $ 390.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 280 | cu. yds. | Class "A" Concrete | 60.00 | 16,800.00 |
| 57,000 | lbs. | Metal Reinforcement | 0.11 | 6,270.00 |
| | | | | $ 23,560.00 |

Type Code X021
Bridge (#7738A) (L.S. Sta. 283+40 to 283+90) (Contract No. 4112)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 4.25 | $ 807.50 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 50.00 |
| 161 | cu. yds. | Class "A" Concrete | 60.00 | 9,660.00 |
| 43,000 | lbs. | Metal Reinforcement | 0.11 | 4,730.00 |
| 45 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 157.50 |
| | | | | $ 15,405.00 |

Type Code X721
Cresswell Undercrossing (#7739) (L.S. Sta. 294+94.30) (Contract No. 4112)

| | | | | |
|---|---|---|---|---|
| 320 | cu. yds. | Structural Excavation | $ 3.25 | $ 1,040.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 280 | lin. ft. | Furnish Treated Timber Piling | 1.00 | 280.00 |
| 8 | only | Drive Treated Timber Piles | 100.00 | 800.00 |
| 370 | cu. yds. | Class "A" Concrete | 60.00 | 22,200.00 |
| 94,000 | lbs. | Metal Reinforcement | 0.11 | 10,340.00 |
| | | | | $ 34,760.00 |

Type Code X021
Twin Bridge (#7740A & B) (L.S. Sta. 305+13 to 305+77) (Contract No. 4112)

| | | | | |
|---|---|---|---|---|
| 580 | cu. yds. | Structural Excavation | $ 5.00 | $ 2,900.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 390 | cu. yds. | Class "A" Concrete | 60.00 | 23,400.00 |
| 94,000 | lbs. | Metal Reinforcement | 0.11 | 10,340.00 |
| 80 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 280.00 |
| | | | | $ 37,020.00 |

Type Code X721
Undercrossing (#7741) (L.S. Sta. 335+91.32) (Contract No. 4100)

| | | | | |
|---|---|---|---|---|
| 220 | cu. yds. | Structural Excavation | $ 3.25 | $ 715.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 150 | lin. ft. | Furnish Steel Piling | 4.00 | 600.00 |
| 4 | only | Drive Steel Piles | 75.00 | 300.00 |
| 200 | cu. yds. | Class "A" Concrete | 60.00 | 12,000.00 |
| 45,000 | lbs. | Metal Reinforcement | 0.11 | 4,950.00 |
| 60 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 210.00 |
| | | | | $ 18,875.00 |

Type Code X721
Undercrossing (#7742) (L.S. Sta. 415+25.10) (Contract No. 4100)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Structural Excavation | $ 3.25 | $ 455.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 700 | lin. ft. | Furnish Steel Piling | 4.00 | 2,800.00 |
| 32 | only | Drive Steel Piles | 45.00 | 1,440.00 |
| 190 | cu. yds. | Class "A" Concrete | 60.00 | 11,400.00 |
| 44,000 | lbs. | Metal Reinforcement | 0.11 | 4,840.00 |
| 60 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 210.00 |
| | | | | $ 21,245.00 |

Type Code X021
Bridge (#7743) (L.S. Sta. 418+32 to Sta. 418+82) (Contract No. 4100)

| | | | | |
|---|---|---|---|---|
| 210 | cu. yds. | Structural Excavation | $ 3.25 | $ 682.50 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 130 | cu. yds. | Class "A" Concrete | 60.00 | 7,800.00 |
| 33,000 | lbs. | Metal Reinforcement | 0.11 | 3,630.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 140.00 |
| | | | | $ 12,352.50 |
| | | | Subtotal | $261,182.70 |
| | | | 10% Engr. & Cont. | 26,118.27 |
| | | | Total | $287,300.97 |

Length of 9 Structures 0.054 Mile (South Bound Lane) }*
Length of 1 Structure 0.044 Mile (North Bound Lane) }

* Roadway Length Computed on South Bound Lane Stationing.

## APPURTENANT STRUCTURES

Type Code X021
Frontage Road Bridge (#7738C) (Left of Sta. 283+65) (Contract No. 4112)

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | Structural Excavation | $ 4.25 | $ 425.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 50.00 |
| 89 | cu. yds. | Class "A" Concrete | 60.00 | 5,340.00 |
| 22,000 | lbs. | Metal Reinforcement | 0.11 | 2,420.00 |
| 45 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 157.50 |
| | | | | $ 8,392.50 |

Type Code X021

County Road Bridge (#7744) (Left of Sta. 415+25.10) (Contract No. 4100)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 3.25 | $ 617.50 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 100 | cu. yds. | Class "A" Concrete | 60.00 | 6,000.00 |
| 23,000 | lbs. | Metal Reinforcement | 0.11 | 2,530.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 140.00 |
| | | | | $ 9,387.50 |
| | | | Subtotal | $ 17,780.00 |
| | | | 10% Engr. & Cont. | 1,778.00 |
| | | | Total | $ 19,558.00 |

Length 0.00 Miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Structures | $287,300.97 | $177,890.00 | $109,410.97 |
| Appurtenant Structures | 19,558.00 | 12,110.00 | 7,448.00 |
| | $306,858.97 | $190,000.00 | $116,858.97 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. EFI-161 (23)

## GOSHEN-COAST FORK WILLAMETTE RIVER SECTION (STRUCTURES)
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; February 8, 1954

### STRUCTURES

Type Code X221
Goshen Grade Separation (#7732) (Sta. 73+15.20 to Sta. 75+48.20) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 350 | cu. yds. | Structural Excavation | $ 8.00 | $ 2,800.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 570 | cu. yds. | Class "A" Concrete | 55.00 | 31,350.00 |
| 127,000 | lbs. | Metal Reinforcement | 0.11 | 13,970.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 140.00 |
| | | | | $ 48,410.00 |

Type Code X021
Camas Swale Bridge (#7736) (Sta. 155+40 to 156+60) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Structural Excavation | $10.00 | $ 1,400.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 460 | lin. ft. | Furnish Treated Timber Piling | 0.87 | 400.20 |
| 10 | only | Drive Treated Timber Piles | 60.00 | 600.00 |
| 1,000 | lin. ft. | Furnish Untreated Timber Piling | 0.45 | 450.00 |
| 32 | only | Drive Untreated Timber Piles | 60.00 | 1,920.00 |
| 220 | cu. yds. | Class "A" Concrete | 55.00 | 12,100.00 |
| 54,000 | lbs. | Metal Reinforcement | 0.11 | 5,940.00 |
| | | | | $22,960.20 |

Type Code X721
Rural Road Undercrossing (#7737) (Sta. 220+84.54) (Contract No. 4091)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,520.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 2,200 | lin. ft. | Furnish Treated Timber Piling | 0.90 | 1,980.00 |
| 60 | only | Drive Treated Timber Piles | 60.00 | 3,600.00 |
| 240 | cu. yds. | Class "A" Concrete | 55.00 | 13,200.00 |
| 53,000 | lbs. | Metal Reinforcement | 0.11 | 5,830.00 |
| 90 | lin. ft. | 8-inch Metal Drain Pipe | 3.50 | 315.00 |
| | | | | $ 26,595.00 |

Type Code X721
Undercrossing (#7735) (Sta. 105+00)

| | | | | |
|---|---|---|---|---|
| 120 | cu. yds. | Structural Excavation | $10.00 | $ 1,200.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 280 | cu. yds. | Class "A" Concrete | 68.00 | 19,040.00 |
| 57,000 | lbs. | Metal Reinforcement | 0.115 | 6,555.00 |
| | | | | $ 26,945.00 |

Type Code X021
Bridge (#7738-A) (Sta. 283+40 to 283+90)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $10.00 | $ 1,900.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 161 | cu. yds. | Class "A" Concrete | 65.00 | 10,465.00 |
| 43,000 | lbs. | Metal Reinforcement | 0.115 | 4,945.00 |
| 45 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 180.00 |
| | | | | $ 17,565.00 |

Type Code X721
Cresswell Undercrossing (#7739) (Sta. 294+94.30)

| | | | | |
|---|---|---|---|---|
| 320 | cu. yds. | Structural Excavation | $10.00 | $ 3,200.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 280 | lin. ft. | Furnish Treated Timber Piling | 1.50 | 420.00 |
| 8 | only | Drive Treated Timber Piles | 80.00 | 640.00 |
| 370 | cu. yds. | Class "A" Concrete | 68.00 | 25,160.00 |
| 94,000 | lbs. | Metal Reinforcement | 0.115 | 10,810.00 |
| | | | | $ 40,380.00 |

Type Code X021
Twin Bridges (#7740-A & B) (Sta. 305+13 to 305+77)

| | | | | |
|---|---|---|---|---|
| 580 | cu. yds. | Structural Excavation | $10.00 | $ 5,800.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 390 | cu. yds. | Class "A" Concrete | 65.00 | 25,350.00 |
| 94,000 | lbs. | Metal Reinforcement | 0.115 | 10,810.00 |
| 80 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 320.00 |
| | | | | $ 42,430.00 |

Type Code X721
Undercrossing (#7741) (Sta. 335+91.32)

| | | | | |
|---|---|---|---|---|
| 220 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,760.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 150 | lin. ft. | Furnish Steel Piling | 5.00 | 750.00 |
| 4 | only | Drive Steel Piles | 60.00 | 240.00 |
| 200 | cu. yds. | Class "A" Concrete | 68.00 | 13,600.00 |
| 45,000 | lbs. | Metal Reinforcement | 0.115 | 5,175.00 |
| 60 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 240.00 |
| | | | | $ 21,865.00 |

Type Code X721
Undercrossing (#7742) (Sta. 415+25.10)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,120.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 700 | lin. ft. | Furnish Steel Piling | 5.00 | 3,500.00 |
| 32 | only | Drive Steel Piles | 60.00 | 1,920.00 |
| 190 | cu. yds. | Class "A" Concrete | 68.00 | 12,920.00 |
| 44,000 | lbs. | Metal Reinforcement | 0.115 | 5,060.00 |
| 60 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 240.00 |
| | | | | $ 24,860.00 |

Type Code X021
Bridge (#7743) (Sta. 418+32 to Sta. 418+82)

| | | | | |
|---|---|---|---|---|
| 210 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,680.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 130 | cu. yds. | Class "A" Concrete | 65.00 | 8,450.00 |
| 33,000 | lbs. | Metal Reinforcement | 0.115 | 3,795.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | | $ 14,185.00 |

| | |
|---|---|
| Subtotal | $286,195.20 |
| 10% Engr. & Cont. | 28,619.52 |
| Total | $314,814.72 |

Length of 10 Structures 0.098 Mile

## ROADWORK

Type Code 0010
Frontage Road Bridge (#7738-C) (Left of Sta. 283+65)

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | Structural Excavation | $10.00 | $ 1,000.00 |
| 5 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 75.00 |
| 89 | cu. yds. | Class "A" Concrete | 65.00 | 5,785.00 |
| 22,000 | lbs. | Metal Reinforcement | 0.115 | 2,530.00 |
| 45 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 180.00 |
| | | | | $ 9,570.00 |

Type Code 0010
County Road Bridge (#7744) (Left of Sta. 415+25.10)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 8.00 | $ 1,520.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 100.00 |
| 100 | cu. yds. | Class "A" Concrete | 65.00 | 6,500.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 23,000 | lbs. | Metal Reinforcement | $ 0.115 | $ 2,645.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
|  |  |  |  | $ 10,985.00 |
|  |  |  | Subtotal | $ 20,495.00 |
|  |  |  | 10% Engr. & Cont. | 2,049.50 |
|  |  |  | Total | $ 22,544.50 |
|  |  | Length | 0.00 Mile |  |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Structures | $314,814.72 | $195,033.00 | $119,781.72 |
| Roadwork | 22,544.50 | 13,967.00 | 8,577.50 |
|  | $337,359.22 | $209,000.00 | $128,359.22 |

Oregon State Highway Department

Federal Aid Project
No. FI-161 (23)

## GOSHEN-COAST FORK WILLAMETTE RIVER SECTION (STRUCTURES)
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, January 6, 1954

### Type Code X221
### Goshen Grade Separation (Sta. 73+15.20 to Sta. 75+48.20)

| | | | | |
|---|---|---|---|---|
| 350 | cu. yds. | Structural Excavation | $ 7.00 | $ 2,450.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 570 | cu. yds. | Class "A" Concrete | 67.50 | 38,475.00 |
| 127,000 | lbs. | Metal Reinforcement | 0.115 | 14,605.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | | $ 55,840.00 |

### Type Code X021
### Camas Swale Bridge (Sta. 155+40 to 156+60)

| | | | | |
|---|---|---|---|---|
| 140 | cu. yds. | Structural Excavation | $10.00 | $ 1,400.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 460 | lin. ft. | Furnish Treated Timber Piling | 1.25 | 575.00 |
| 10 | only | Drive Treated Timber Piles | 55.00 | 550.00 |
| 1,000 | lin. ft. | Furnish Untreated Timber Piling | 0.80 | 800.00 |
| 32 | only | Drive Untreated Timber Piles | 50.00 | 1,600.00 |
| 220 | cu. yds. | Class "A" Concrete | 67.00 | 14,740.00 |
| 54,000 | lbs. | Metal Reinforcement | 0.115 | 6,210.00 |
| | | | | $ 26,025.00 |

### Type Code X721
### [illegible] Road Undercrossing (Sta. 220+84.54)

| | | | | |
|---|---|---|---|---|
| 190 | cu. yds. | Structural Excavation | $ 7.00 | $ 1,330.00 |
| 10 | cu. yds. | Excavation Below Elevation Shown | 15.00 | 150.00 |
| 2,200 | lin. ft. | Furnish Treated Timber Piling | 1.25 | 2,750.00 |
| 60 | only | Drive Treated Timber Piles | 55.00 | 3,300.00 |
| 240 | cu. yds. | Class "A" Concrete | 67.50 | 16,200.00 |
| 53,000 | lbs. | Metal Reinforcement | 0.115 | 6,095.00 |
| 90 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 360.00 |
| | | | | $ 30,185.00 |

| | |
|---|---|
| Subtotal | $112,050.00 |
| 10% Engr. & Cont. | 11,205.00 |
| Total | $123,255.00 |

Length of 3 Structures 0.067 Mile

|  |  |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - | $ 76,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 57,255.00 |
|  | $133,255.00 |

RECEIVED
APR 8 1954
FOR FILING

AFI-111( )

4112

April 6, 1954

Columbia Empire Constructors,Inc. and
P. S. Lord, Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4100, covering four structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County, awarded February 24, 1954.

Contract No. 4112, covering six structures on the Goshen-Coast Fork Willamette River Unit on the Pacific Highway in Lane County, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

FFI-121([illegible])

4112

February 26, 1954

F. S. Lord Mechanical Contractors and
Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4112 for construction of six structures on the Goshen-Coast Fork Willamette River Unit of the Pacific Highway in Lane County. This award was based on your bid of $119,137.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

chr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. M. Franzwa, SIAC

Enclosure

cc Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

FOR FILING

BFI-161(23)

4112

February 25, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4112 for Oregon Project BFI-161(23), Goshen-Coast Fork Willamette River Section (Structures), on the Pacific Highway, to P. S. Lord Mechanical Contractors and Columbia Empire Constructors, Inc., of Portland, Oregon, low bidder in the amount of $119,137.50 at the February 25, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

FOR FILING
OREGON DISTRICT

FI-161(23)

411

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-161(23), Goshen-Coast Fork Willamette River Section (Structures) of the Pacific Highway. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FEB 23 1954
OREGON
STATE HIGHWAY COMMISSION

24-1069 Fairgrounds Road-Market St. 1954
Unit, Summer St., paving project
#4113 in Salem.

RECEIVED
FOR FILING

24-1069

(CONTRACT NO.) 4113

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4113 | 2-final | WARREN NORTHWEST, INC | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 14135 | R-99056 | $ 500.00 | 7/15/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: May 19, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 7-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

Warrant Mailed: [illegible]

[illegible] ON CARD
7-19-54

RECEIVED
FOR FILING

July 2, 1954

Rodgers Insurance Agency, Inc.
Federal Insurance Company
803 Title and Trust Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4113 for work performed on the Fairgrounds Road-Market Street Unit, Sumner Street Section in Salem on the Pacific Highway East in Marion County was completed by the contractor, Warren Northwest, Inc., on May 19, 1954, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after July 12th. The total contract amount is $8,760.43, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. Robert E. Wallace
320 California Street
San Francisco 4, California

NOTED ON CARD
7-2-54 md.

R

RECEIVED
FOR FILING

July 2, 1954

Rodgers Insurance Agency, Inc.
Federal Insurance Company
803 Title and Trust Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4113 for work performed on the Fairgrounds Road-Market Street Unit, Summer Street Section in Salem on the Pacific Highway East in Marion County was completed by the contractor, Warren Northwest, Inc., on May 19, 1954, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after July 12th. The total contract amount is $8,760.43, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. Robert E. Wallace
320 California Street
San Francisco 4, California

NOTED ON CARD
7-2-54 m.d.

RECEIVED
JUN 28 1954
FOR FILING

4-1069

4113

June 25, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract No. 4113, covering paving on the Fairgrounds Road-Market St. Unit of Summer Street (Salem) Section of the Pacific Highway East in Marion County.

This payment, in the amount of $8,260.43 will be released to contractor on or after July 6, 1954. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Federal Insurance Company
Robt. E. Wallace, Manager
320 California Street
San Francisco 4, California

NOTED ON CARD
6-25-54

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, 1954

Section Fairgrounds Road - Market St. Unit Summer ST. (Salem)

Kind of work Paving

Highway Pacific, East

Section prefix 24-1069

Contractor Warren Northwest Inc.

Contract number 4113

Date of contract February 25, 1954

Date of completion July 31, 1954

Date work started May 17, 1954

Estimated date of completion May 19, 1954

Amount of contract $ 10,136.50

Per cent of time elapsed 53.50 %

Estimated cost of completed project, exclusive of engineering $ 9931.12 Amount of $350 to cover work of adjusting Valve Boxes & Manholes included in this amount which is not final cost.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 820.69, 105.76 %

Date project was completed May 19, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Maintenance Crew complrtrd adjusting Manholes & Valve Boxes this week. Cost of making rings at the State Shops not received todate.

NOTED

NOTED
FORREST COOPER

RECEIVED
JUN 21 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | " | | |
| Tuesday | Showers | | |
| Wednesday | Cloudy | | |
| Thursday | " | | |
| Friday | Fair | | |
| Saturday | " | | |

RECEIVED
APR 8 1954
FOR FILING

[illegible]

[illegible]

April 6, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4113, which was awarded to you on February 25, 1954 by the State Highway Commission, for paving on the Fairgrounds Road-Market Street Unit, Summer Street (Salem) Section of the Pacific Highway East in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED FOR FILING

24-1067

4113

February 26, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4113 for the Fairgrounds Road-Market Street Unit, Summer Street Paving Project in Salem, Marion County. This award was based on your bid of $9,200.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC

Enclosure

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1953

RECEIVED
FEB 17 1953
OFFICE OF
CONSTRUCTION ENGINEER

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Department

Dear Sir:

Paving on that portion of southbound Summer Street in Salem (99E) between Fairgrounds Road and Market Street is in poor condition. I would like to recommend that this section be repaved with an addition of one lift of asphaltic concrete pavement of variable thickness, minimum 2" at center.

The work should, if possible, be completed this year. An estimate of cost follows:

| | | | |
|---|---|---|---|
| Emulsified Asphalt Tack Coat | 5 Tons | $60.00 | $ 300.00 |
| Asphaltic Concrete | 1,200 Tons | 7.00 | 8,400.00 |
| Adjust Manholes | | | 500.00 |
| Remove Concrete Slab and Tree | | | 200.00 |
| | | | $ 9,400.00 |
| 12½% Engineering & Contingencies | | | 1,200.00 |
| | | | $10,600.00 |

Sketch map and typical section are attached.

Yours very truly,

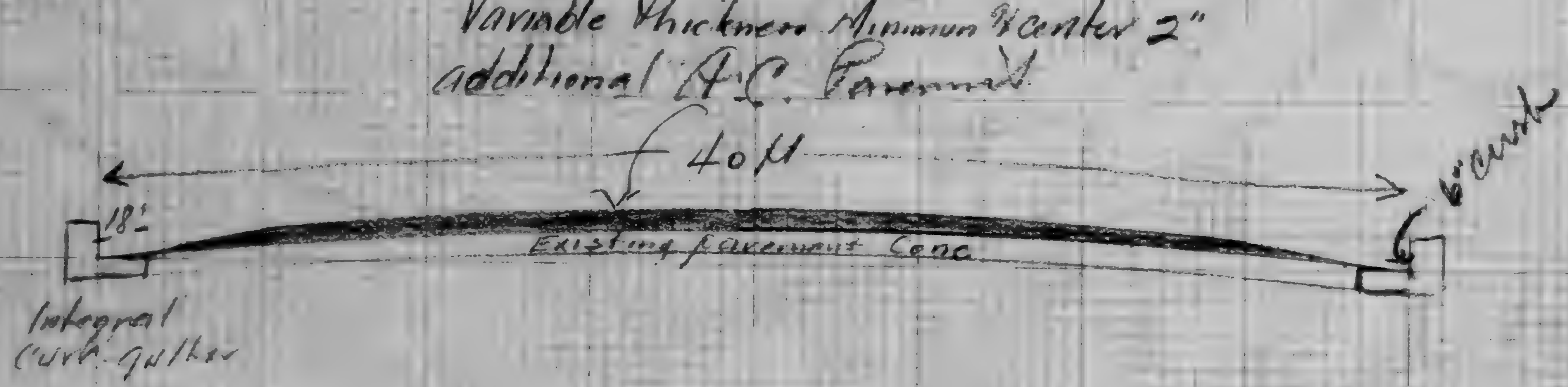
J. D. Walker,
Division Engineer.

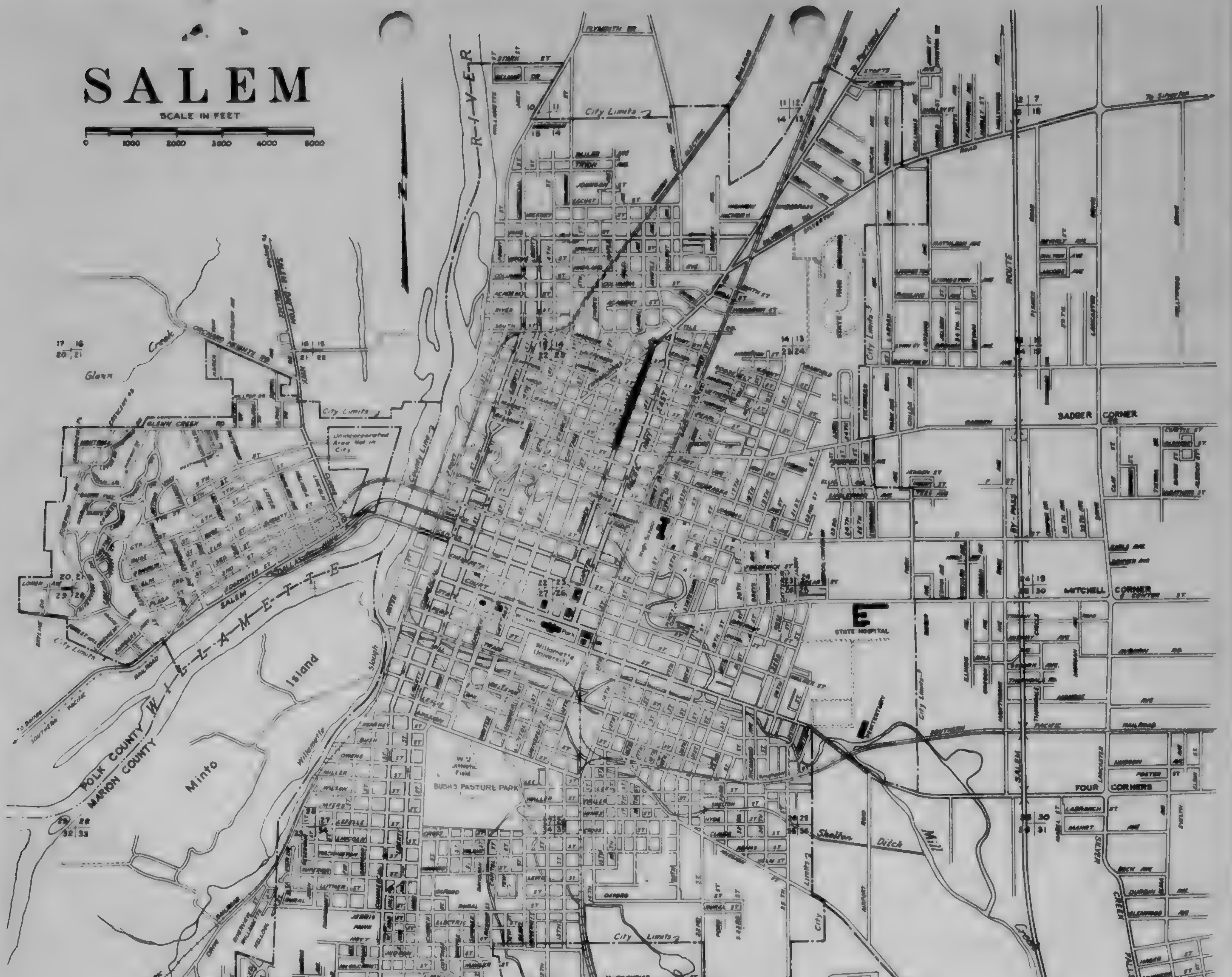
NOTED
W. C. WILLIAMS

REFERRED TO
Williams

JDW:AM

City of Salem
Summer Street
Market to Fairgrounds Road.


Variable thickness Minimum @ center 2"
additional A.C. Pavement
40 ft
18"
6" curb
Existing pavement Conc.
Integral
Curb-gutter


SALEM
SCALE IN FEET
0
1000
2000
3000
4000
5000
N
R-I-V-E-R
WILLAMETTE
POLK COUNTY
MARION COUNTY
Minto
Island
Willamette Slough
Glenn Creek
City Limits
Unincorporated Area Not in City
Willamette University
STATE HOSPITAL
W.U. Athletic Field
BUSH'S PASTURE PARK
BADGER CORNER
MITCHELL CORNER
FOUR CORNERS
Shelton Ditch
Mill Creek
SALEM MUNICIPAL AIRPORT
T.7S.
T.8S.
R.3W.
R.2W.
FAIRVIEW HOME
12 GIRL'S INDUSTRIAL SCHOOL
Belcrest Cemetery
Pringle Creek
Croisan Creek
SOUTHERN PACIFIC
To Independence
To Silverton
Rev. 6-25-52

25-8306 Hardman Rock Prod. Proj. on 1954
the Wasco-Heppner & Heppner-
#4114 Spray Hwys., near Hardman & Heppner

25-8306 Hardman Rock Prod. Proj. on 1954
the Wasco-Heppner & Heppner-
#4114 Spray Hwys., near Hardman & Heppner

Form E-61—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

4114

| | | | |
|---|---|---|---|
| Project | Chapin Creek Section | Prefix No. | |
| Highway | Heppner - Spray | County | Morrow |
| Contractor | | Contract No. | F. A. Project No. |
| Submitted by | Kenneth Berg | Date reported | July 7, 1955 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

| | | | |
|---|---|---|---|
| Source of material | Roadbed Cut east of centerline at M.P. 17.7, Heppner-Spray Hwy. | Sampled at | Source |
| To be used | Surfacing | Date received | July 5, 1955 |
| Sampled by | Kenneth Berg | Quantity represented | Unlimited |

## TEST RESULTS

Laboratory No. 367016
Data Sheet No. A-82004
Type of material Rock.
Screen opening: To ¼": ........................................; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| Total | 100.0 | | |

| | |
|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | 18.1 |
| Specific gravity (Le Chatelier) | 2.51 |
| Unit weight, dry rodded, lbs. per cubic foot | |
| Unit weight, loose, lbs. per cubic foot | |
| Fineness factor | |
| Sodium sulfate test, per cent loss | |
| Asphalt stripping: Natural fines | |
| Manufactured fines | poor |
| Plasticity index: Natural fines | % |
| Manufactured fines | % |
| Liquid limit: Natural fines | % |
| Manufactured fines | % |

Degraded Material
P.I. 6
L.L. 32

## RECOMMENDATIONS

Material as represented by this sample .................... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
X Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
X Resident Engineer Parsons
X Dist. Maint. Supt. Berg
X Foreman Coffey
Geology and Soils
X Files
X
X V. O. O'Neill

Engineer of Materials

State Printing 79625

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 17, 1954

25 [illegible]
4114

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| ~~16654~~ 4114 | 4-final | Arthur Simonsen |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 16654 | R-101780 | $ 856.86 | 8/13/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: June 25, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

wt. Held for expiration of surety notice

---

Date: 8-17-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 31 1954

NOTED ON CARD
8-31-54

RECEIVED
AUG 1 8 1954
FOR FILING

4114

August 17, 1954

United Pacific Insurance Company
Frisbie-Long Insurance Agency
1915 Washington Avenue
Baker, Oregon

Gentlemen:

State Highway contract No. 4114 for rock production on the Hardman Section of the Wasco-Heppner Secondary Highway and Heppner-Spray Secondary Highway in Morrow County was completed by the contractor, Arthur Simonsen, on June 25, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $856.86 will be released to the contractor on or after August 27, 1954. The total contract amount is $28,562.04, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Bc

cc: United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

8-17-54

RECEIVED

FOR FILING

4114

July 23, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen on contract No. 4114, for rock production on the Hardman Section of the Wasco-Heppner-Spray Highways in Morrow County.

This payment, in the amount of $2,152.48, will be released to the contractor on or after August 2, 1954. The The retained percentage is $856.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frisbie-Long Insurance Agency
1915 Washington Ave.
Baker, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-23-54

Form E-1—10M

[illegible]

## OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report #11

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 12, 1954

| | | | |
|---|---|---|---|
| Section | Hardman | Kind of work | Rock Production |
| Highway | Wasco-Heppner & Heppner-Spray | Section prefix | 25-8306 |
| Contractor | Arthur Simonsen | Contract number | 4114 |
| Date of contract | February 25, 1954 | Date of completion | July 31, 1954 |
| Date work started | March 15, 1954 | Estimated date of completion | 6-16, 1954 |
| Amount of contract | $30,037.48 | Per cent of time elapsed | 68.6 % |

Estimated cost of completed project, exclusive of engineering . . . $27,386.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $1851.04, 80.5 % | Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The section is all completed except that stockpiles "F" and "G" are not yet trimmed and shaped up. All other piles are finished and measured.

FORREST CO[illegible]

NOTED
B. A. MARTIN

Signed A. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| les in project | | | | | |
| les partially completed | | | | | |
| les completed – | | | – | – | |
| tal estimated quantities | | | 11,300 | | |
| timated quantities moved or placed to date | | | 11,700 | | |
| erage daily quantities | | | | | |
| erage daily quantities necessary to complete project on time | | | | | |
| mber shifts per day | | | | | |
| ours per shift | | | | | |
| erage force on project for week | | | | | |

rcentages of men employed on contract to be secured from:

........................... County, ........%; ............................... County, ........%; ............................... County, ........%; ................... ........... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| len | | | | | | | |
| len and teams | | | | | | | |
| len and trucks under 3 tons | | | | | | | |
| en and trucks over 3 tons | | | | | | | |
| en and tractors | | | | | | | |
| | | | | | | | |

quipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ...............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Rain | | |
| Monday | Pt. cloudy | | |
| Tuesday | Cloudy-rain PM | | |
| Wednesday | Cloudy-showers | | |
| Thursday | Cloudy | | |
| Friday | Pt. Fair | | |
| Saturday | Pt. Fair | | |

State Printing

RECEIVED
MAR 24 1954
FOR FILING

4114

March 24, 1954

Mr. Arthur Simonsen
2925 Grandview Drive
Baker, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy each of two contracts awarded by the State Highway Commission, as follows:

Contract No. 4105, for rock production on the Meacham Section of the Old Oregon Trail in Umatilla and Union Counties, awarded February 24, 1954.

Contract No. 4114, for rock production on the Hardman Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

25-8506

4111

February 26, 1954

Mr. Arthur Simonsen
2925 Grandview
Baker, Oregon

Dear Mr. Simonsen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4114 for the Hardman Rock Production Project on the Wasco-Heppner and Heppner-Spray Highways near Hardman and Heppner in Morrow County. This award was based on your bid of $28,444.00 which was the low bid submitted to the Commission on that day for that project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

Enclosure

26-2051 Remodeling Fred Meyer Warehouse 1954
T.H. Banfield Expressway
#4115 Portland.

26-2751

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 28, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4115 | 8-final | Ferguson-Cassady Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 22274 | R-107333 | $ 3,783.57 | 10/27/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified Completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: Sep. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-3-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
11-4-54

Warrant Mailed: NOV 8 [illegible]
Ruth Rawlings

RECEIVED
OCT 19 1954
FOR FILING

26-2051

October 19, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4115 for remodelling Fred Meyer Warehouse on the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Ferguson-Cassady Co., on September 30, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,783.57 will be released to the contractor after acceptance of the contract by the Commission. The total contract amount is $45,569.30 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. W. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

10-19-54

RECEIVED
APR 8 1954
FOR FILING

[illegible]

[illegible]

April 6, 1954

Ferguson-Cassady Co.
3324 N. E. Broadway
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4115, which was awarded to you on February 25, 1954 by the State Highway Commission, covering Fred Meyer Warehouse remodelling on the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

26-0051

4115

February 26, 1954

Ferguson-Cassady Company
3324 N. E. Broadway
Portland 13, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4115 for remodeling the Fred Meyer Warehouse on the T. H. Banfield Expressway in Portland, Multnomah County. This award was based on your bid of $44,469.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
W. M. Franswa, SIAC

Enclosure

33-8307 Shaniko Rock Production 1954
Project on Sherman Hwy. north &
#4116 South of Shaniko

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 8, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4116 | 3-final | C. C. Meisel | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 11120 | R-95630 | $ 763.63 | 6/8/ 1954 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 1, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 6-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed:

RECEIVED
MAY 26 1954
FOR FILING

[illegible]

4116

May 25, 1954

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4116 for rock production on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties was completed by the contractor, C. C. Meisel, on May 1, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $763.63 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,454.29 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Standard Accident Insurance Co.
J. [illegible]. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
5-25-54

RECEIVED
MAY 14 1954
FOR FILING

[illegible]

4116

May 13, 1954

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with contract No. 4116, for rock production on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties.

This payment, in the amount of $18,293.01, will be released to the contractor on or after May 24, 1954. The retained percentage is $763.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Standard Accident Insurance Co.
J S. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

5-13-54

Form E-1—10M—11-51

33 8307

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 8, 1954

Section Shaniko

Highway Sherman

Contractor C. C. Meisel

Date of contract February 25, 1954

Date work started March 8, 1954

Amount of contract $30,264.00

Kind of work Rock Production

Section prefix 33-8307

Contract number 4116

Date of completion June 30, 1954

~~Estimated~~ date of completion May 1, 1954

Per cent of time elapsed 52 %

Estimated cost of completed project, exclusive of engineering $26,239.98

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $2100, 91 %

Date project was completed 5-1, 1954

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field party fiinished remeasuring Monday.

Semi-final estimate submitted to the division office.

Final report.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

NOTED

Signed Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 10,901.4 | | |
| Estimated quantities moved or placed to date | | | 10,901.4 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 0 | | |
| Hours per shift | | | 0 | | |
| Average force on project for week | | | 0 | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers | | |
| Monday | Cloudy | | |
| Tuesday | Fair | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

State Printing 63383

RECEIVED
1954
FOR FILING

March 24, 1954

Mr. C. C. Meisel
P. O. Box 58
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files two fully executed contracts, which were awarded to you by the State Highway Commission, as follows:

Contract No. 4106, for rock production on the Dufur-Tygh Valley Section of The Dalles-California Highway in Wasco County, awarded February 24, 1954.

Contract No. 4116, for rock production on the Shaniko Section of the Sherman Highway in Wasco and Sherman Counties, awarded February 25, 1954.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILMING

33-2307

411 L

February 26, 1954

Mr. C. C. Meisel
Boc 566
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on February 25, 1954 awarded to you State Highway Contract No. 4116 for the Shaniko Rock Production Project on the Sherman Highway north and south of Snahiko in Wasco and Sherman Counties. This award was based on your bid of $27,960.00 which was the low bid submitted to the Commission on that day for that project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

Encls.

BFI-324(9) Chemawa O'Xing of S.P. Co. 1954
Tracks, Willamette River-Hayes-
#4117 ville Sec., Portland-Salem Exp.

RECEIVED
JAN 31 1955
FOR FILING

BFI - 3-4(1)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 26, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 1117 | 9-Final | Babler Bros., Inc. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 673 | R-113707 | $ 3,180.62 | 1/25/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 5, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

[illegible] ON CARD

Warrant Mailed: JAN [illegible]
Ruth Rawlings

RECEIVED
DEC 15 1954
FOR FILING

AFI-324(1)
[illegible]

December 14, 1954

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4117 for constructing the Chemawa Overcrossing on the Portland-Salem Expressway in Marion County was completed by the contractor, Babler Bros.,Inc., on November 5 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $3,180.62 will be released to the contractor on or after December 24, 1954. The total contract amount is $99,087.43, of which amount $80.53 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

12-14-54

RECEIVED
NOV 30 1954
FOR FILING

B1-324(9)
4117

November 30, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to abler Bros.,Inc. on contract No. 4117, covering Overcrossing on the Chemawa Section of the Portland-Salem Expressway in Marion County. This payment, in the amount of $5,550.81 will be released to contractor on or after December 9, 1954. The retained percentage is $2,966.19.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
11-30-54

RECEIVED
NOV 3 0 1954
FOR FILING

BR-324 (9)
4117

November 30, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on contract No. 4117, covering Overcrossing on the Chemawa Section of the Portland-Salem Expressway in Marion County. This payment, in the amount of $5,550.81 will be released to contractor on or after December 9, 1954. The retained percentage is $2,966.19.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
11-30-54

file

RECEIVED
FOR FILING

BFI 324(9)

4117

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1954

RAILROAD COMPANIES
FILE No. 431

**SUBJECT:** Pux 81 - R/W 21802
Chemawa Overcrossing
Southern Pacific Company
Marion County

**To:** Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you fully executed copy of construction agreement with Southern Pacific Company covering the Chemawa Overcrossing in Marion County.

The executed copy of the easement agreement covering this overcrossing has been sent to Mr. E. F. Saling for recording.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

FORM [illegible] REVISED [illegible]

file

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1954

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Pux 81 - Chemawa Overcrossing
Portland-Salem Expressway
Southern Pacific Co.
Marion County

Dear Mr. Hopkins:

Herewith I hand you original and first copy of construction agreement and original and first copy of easement agreement relative to overcrossing of the tracks of Southern Pacific Company on the Portland-Salem Expressway near Chemawa, which instruments have been executed by the State Highway Commission.

It is requested that when the instruments have been executed by Southern Pacific Company and our copies are returned, they be accompanied by eight additional copies of Drawings A-702.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. H. B. Glaisyer ✓
Mr. G. S. Paxson

not returned
4-29-54

Salem, Oregon
March 26, 1954

PUX 81 - Chemawa Overcrossing
Southern Pacific Company
Marion County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of a construction agreement and the original and first copy of an easement agreement between the State Highway Commission and the Southern Pacific Company relative to the overcrossing of the tracks of Southern Pacific Company on the Portland-Salem Expressway near Chemawa. These copies have been executed by the State Highway Commission and are now ready for the signatures of Officials of the Railroad Company.

When fully signed please return one copy of each to this office for the Commission's files.

Very truly yours

Secretary

rn
Attach; 4

FORM E-30 25M 9-51 82318

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1954

**SUBJECT:** AGENDA ITEM - April 1-2- Meeting
Pux 81 - Chemawa Overcrossing
Southern Pacific Company
Marion County

**To:** Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission, original and first copy of construction agreement and original and first copy of easement agreement relative to overcrossing of the tracks of Southern Pacific Company on the Portland-Salem Expressway near Chemawa.

After execution by the State Highway Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson

NOTED
W. C. WILLIAMS

Bids received 1-22-54, awarded March 3, 1954.
HBGlaisyer

RECEIVED
MAR [illegible] 1954
FOR FILING

[illegible]

4117

March 24, 1954

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4117, which was awarded to you on March 3, 1954 by the State Highway Commission, for construction of the Chemawa Overcrossing on the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 23 1954
FOR FILING

| |
|---|
| RPI-324(1) |
| |
| 4117 |

AGENDA
APR 1 1954
3-20-

March 4, 1954

Babler Bros., Inc.
4117 S.E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 accepted your proposal for construction of Chemawa Over crossing of the Southern Pacific Company tracks on the Willamette River-Hayesville section of the Portland-Salem Expressway in Marion County for the sum of $167,160.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and concurrence is received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer yesterday, March 3rd, awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4117.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of March 3rd.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. M. Franzwa (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

E.R.

RECEIVED
APR 23 1954
FOR FILING

RFI-3[illegible]

4117

AGENDA
APR 1 1954

32-1

March 4, 1954

Babler Bros., Inc.
4117 S.E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on January 22, 1954 accepted your proposal for construction of Chemawa Overcrossing of the Southern Pacific Company tracks on the Willamette River-Hayesville section of the Portland-Salem Expressway in Marion County for the sum of $167,169.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and concurrence is received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer yesterday, March 3rd, awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4117.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of March 3rd.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. M. Franzwa (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

E.R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

| | |
|---|---|
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

| | |
|---|---|
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
March 3, 1954
4:55 p.m.

Babler Bros., Inc.,
4617 S. E. Milwaukie Avenue
Portland, Oregon

The contract for Chemawa Overcrossing of Southern Pacific Company tracks on Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County for which you submitted low bid on January 22, 1954, has been awarded to you today. Contract forms will be sent shortly.

F. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting Dept.
C. W. Head
Files ✓

---

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAR 5 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT
OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

4-17

March 3, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project BFI-324(9), Chemawa Overcrossing of Southern Pacific Company tracks on Willamette River-Hayesville Section of the Portland-Salem Expressway, we hereby concur, as of this date, in award of contract to Babler Brothers, Inc., of Portland, Oregon, low bidder in the amount of $107,160 at the January 22, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 5 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1954
FOR FILING

| |
|---|
| PFI-334(1) |
| |
| 4117 |

BFI-334.71

January 25, 1954

Dobler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on January 24, 1954 accepted your bid in the amount of $107,160.00 for construction of the Chemawa Overcrossing of the Southern Pacific Company tracks on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the Bureau of Public Roads and necessary right of way has been acquired.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ebr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

RECEIVED
JAN [illegible] 1954
FOR FILING

RFI-324(7)

4117

RFZ-324.71

January 25, 1954

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on January 24, 1954 accepted your bid in the amount of $107,160.00 for construction of the Chemawa Overcrossing of the Southern Pacific Company tracks on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the Bureau of Public Roads and necessary right of way has been acquired.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehf

cc
H. C. Smith
S. H. Probert
G. S. Paxson
[illegible]. W. Franswa, SPC

Enclosure

RECEIVED
FOR FILING

Const
Fed. Aid
Prog. & Proj.
EFI-324(9)

January 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EFI-324(9), Chemawa Overcrossing Structure on the Gervais-Hayesville Unit of the Portland-Salem Expressway. This is to authorize your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to the execution of a satisfactory agreement with the Southern Pacific Company and subject further to your making any changes required by the railroad company after their review of the completed plans and specifications.

Concurrence in award of contract will be withheld pending receipt of plans approved and signed by the railroad company and pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED

FOR FILING

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**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 18, 1954

**SUBJECT:** Pux 81 - Chemawa Overcrossing
Southern Pacific Company
Portland-Salem Expressway
Marion County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order No. 32777 issued in the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the location of the Portland-Salem Expressway approximately one mile south of Chemawa in Marion County, Oregon.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
JAN 18 1954
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]VED FOR FILING
FORM E-30 25M 9-51 82315

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1954

**SUBJECT:** Pux 81 - Chemawa Overcrossing
Southern Pacific Company
Portland-Salem Expressway
Marion County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order No. 32777 issued in the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the location of the Portland-Salem Expressway approximately one mile south of Chemawa in Marion County, Oregon.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
JAN 18 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1954
[illegible] DEPT.

Order #32717

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2420

| | |
|---|---|
| In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the location of the Portland-Salem Expressway at a point approximately 1 mile south of Chemawa in the Northwest quarter of Southeast quarter of Section 1, Township 7 South, Range 3 West, W. M., in Marion County, Oregon. | ORDER |

The above entitled matter was duly heard on Monday, January 4, 1954, in the Public Service Building, Salem, Oregon, at 10:00 A.M., before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Oregon State Highway Commission in the construction of a new highway known as the Portland-Salem Expressway has found it necessary to cross over the tracks and right of way of Southern Pacific Company, and deems it advisable to make such necessary crossing by means of a grade separation structure which will provide facilities for vehicular travel over and above the grade of Southern Pacific railroad. Application for such construction was filed by Oregon State Highway Commission on November 30, 1953.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed structure, upon completion, will carry an estimated average of 7,000 vehicles per day, based upon 1952 tabulations, resulting from an origin and destination study of vehicular travel made for that purpose. An average of 28 trains per day are at present moving over Southern Pacific Company tracks at the location of the proposed crossing.

The highway approaching the structure will be divided and carry two lanes of one way traffic in each direction on an ascending grade of 2% from the northwest and on an ascending grade of 0.9% from the southeast, which grades will be connected by a 1230 foot vertical curve.

The highway, which is tangent at point of crossing, will intersect the two tracks of Southern Pacific Company at an angle of 49 degrees, 43 minutes and 30 seconds and will provide for adequate vertical clearance upon completion.

Oregon State Highway Commission proposes to prepare plans and specifications, award contracts for construction, and supervise the construction of the overcrossing structure. They also agree to finance the construction of the project without participation therein from funds of railroad company, and agree to reimburse Southern Pacific Company for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto.

The burden of maintenance of that part of the structure which carries the roadway and roadway facilities will be borne by Oregon State Highway Commission, and the cost of maintenance of the railroad lines and their appurtenances and facilities will be borne by Southern Pacific Company.

It is anticipated that during construction vertical and horizontal clearances will necessarily be decreased in such a manner as to impair the standard clearances as set forth in P.S.C. Oregon Order No. 99 and applicant requests that authorization for such impairments be included in this order.

From the foregoing it is concluded that the construction of an overcrossing structure at this location is necessary to the safety and convenience of vehicular travel on the Portland-Salem Expressway, and that the application of Oregon State Highway Commission should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the location of the Portland-Salem Expressway, at a point approximately one mile south of Chemawa, in the Northwest Quarter of the Southeast Quarter of Section 1, Township 7 South, Range 3 West, Willamette Meridian, is granted; and it is further

ORDERED that the construction of the overcrossing structure be done in a good and workmanlike manner, in conformity with current accepted engineering practices and, as to design and location, in agreement with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that all costs of construction be borne by Oregon State Highway Commission, and that Southern Pacific Company be reimbursed for all necessary expenses incurred in revising and reinstalling signal and communication lines and right of way fences, furnishing watchman and flagman services which may be required to safeguard railroad operations during the construction period or any and all other expenses which may be agreed upon in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that upon completion the cost of maintenance of the structure which carries the roadway and the roadway facilities be borne by Oregon State Highway Commission, and the cost of the railroad line and its appurtenances and facilities lying beneath the structure be borne by Southern Pacific Company; and it is further

ORDERED that any necessary impairment to the standard clearances as set forth in P.S.C. Oregon Order No. 99 which may be created by the erection of falsework or other construction details during the construction period are herein authorized; and it is further

ORDERED that upon completion the designation C-722.45-A be assigned to the overcrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 13th day of January, 1954.

CHAS. H. HEITZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1954

SUBJECT: Pux #1 - Chemawa Overcrossing
Portland-Salem Expressway
Southern Pacific Company
Marion County

To: MEMORANDUM TO FILE:

Hearing on this matter was held before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, in Room 210, Public Service Building, at 10:00 o'clock a.m. on Monday, January 4, 1954.

Southern Pacific Company was represented by Mr. Joseph Larkin, attorney, but he did not place any witnesses on the stand.

The Highway Commission was represented by the writer, and Mr. Joseph Gately was placed on the stand to testify regarding highway traffic estimates, and Mr. G. S. Paxson was placed on the stand to testify regarding the details of the structure, proposed temporary impaired clearances and proposed time of calling for bids.

No controversey developed and Mr. Larkin stated that it would be satisfactory that an order be issued in accordance with the terms of the application. It is anticipated that such an order will be issued in due course.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. J. D. Walker
Mr. C. W. Enfield

F-73(11) Tualatin River Br., Grad., 1954
Surf. & Pav., Tigard-Newberg Sec.,
#4118 Pacific Hwy. W.

RECEIVED
DEC 6 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 25, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) 4118 | (EST. NO.) | (CONTRACTOR) |
| 4118 | 17 Post Final | Donald M. Drake Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23789 | N137154 | $ 690.00 | Nov. 25, 1955 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: June 30, 1955

Time Extensions: Aug. 29, 1955 without penalty

Completion Date: Aug. 29,1955

Date Accepted: Sept.28, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 28

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 19, 1955

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4118 | 16-Final | Donald M. Drake Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 20999 | R-134355 | $ 7,666.87 | 10/19/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: 6-30-55

Time Extensions: to Aug. 29,1955

Completion Date: 8-29-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

---

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
✓

Warrant Mailed: OCT 21 1955
Ruth Rawlings

RECEIVED
OCT 10 1955
FOR FILING

F 4-2 (11)
411[illegible]

October 10, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4118 covering Tualatin River Bridge on the Pacific Highway West in Washington County was completed by the contractor, Donald M. Drake Co., on August 29 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $7,666.87 will be released to the contractor on or after October 20, 1955. The total contract amount is $246,318.13, of which amount $989.78 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 28 1955
FOR FILING

[illegible]
411

September 27, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Donald M. Drake Company on contract No. 4118, covering bridge construction on the Tualatin River Section of the Pacific Highway West in Washington County.

This payment, in the amount of $13,180.53 will be released to contractor on or after October 7, 1955. The retained percentage is $7,380.97.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Saint Paul-Mercury Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Noted on card de.

RECEIVED
AUG 1955
FOR FILING
F-73(11)
4118

FORM E-123 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Donald M. Drake Co.
1600 N. W. Savier St.
Portland 9, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 11, had under discussion your request for an extension of time from June 30 to August 29, 1955 within which to complete your contract No. 4118, for constructing Tualatin River Bridge on the Pacific Highway West in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 8 - 1955
FOR FILING

4118

August 5, 1955

Oregon State Highway Commission

Request for extension of time
No. 15
August 11 and 12 meeting.

Gentlemen:

Re: Tualatin River Bridge Unit
Contract No. 4118

Donald M. Drake Company, contractor on the Tualatin River Bridge Unit of the Pacific Highway West in Washington County, has requested an extension of time from June 30, 1955, to August 19, 1955, in which to complete the contract.

All work was completed within the specified time limit with the exception of placing the rock surfacing and the asphaltic concrete pavement. This work was deferred at the request of the Resident Highway Engineer to allow time for the settlement of the fills and drying out of the subgrade.

As the delay was caused by a direct order from the Resident Engineer to postpone a portion of the work, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/ds

Attached

Form B-61—30M—10-54

6

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

73(11)
4118

Project
Highway Tualatin River Bridge
Contractor Pacific West
Submitted by Donald M. Drake Co.
Lowell Johnston

Contract No. 4118

Prefix No. 34-1078
County Washington
F. A. Project No. F-73(11)
Date reported May 26, 1955

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gordon Pit, ¼ mi. E. International Harvester in Milwaukie
Sampled at Pit
To be used Base Surfacing
Sampled by Lowell Johnston

Date received May 24, 1955
Quantity represented 1000 c.y.

## TEST RESULTS

Laboratory No. 363822
Data Sheet No. A-29329

Type of material Gravel (Pit Run)
Screen opening: To ¼": Square; ¼" and below: Square:

### GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3 | 0 | 0 | |
| 2 | 7.0 | 7.0 | |
| 1½ | 10.2 | 10.2 | |
| 1 | 27.4 | 44.6 | |
| 3/4 | 10.2 | 54.8 | |
| ½ | 10.2 | 65.0 | |
| 4 | 9.6 | 74.6 | |
| 10 | 7.3 | 81.9 | |
| 40 | 8.2 | 90.1 | |
| Pass | 9.9 | 9.9 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | 21.8 | |
| Specific gravity (Le Chatelier) | 2.74 | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 8 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 32 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Petty
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W.C. Williams

State Printing 70025

Engineer of Materials

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Materials Division

# LABORATORY REPORT

Prefix No. 34-1078
County Washington
F. A. Project No. F-73(11)
Date reported May 26, 1955

Project Tualatin River Bridge
Highway Pacific West
Contractor Donald M. Drake Co.
Submitted by Lowell Johnston
Contract No. 4118

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gordon Pit, ½ mi, E. International Harvester in Milwaukie
Sampled at Pit
Date received May 24, 1955
Quantity represented 1000 c.y.
To be used Base Surfacing
Sampled by Lowell Johnston

## TEST RESULTS

Type of material Gravel (Pit Run)
Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 363823
Data Sheet No. A-29329

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3 | 0 | 0 | |
| 2 | 1.7 | 1.7 | |
| 1½ | 3.9 | 5.6 | |
| 1 | 18.9 | 24.5 | |
| 3/4 | 10.4 | 34.9 | |
| ½ | 11.8 | 46.7 | |
| ¼ | 12.7 | 59.4 | |
| 10 | 11.0 | 70.4 | |
| 40 | 11.6 | 82.0 | |
| Pass | 18.0 | 18.0 | |
| Total | 100.0 | | |

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines 6 %
Manufactured fines %
Liquid limit: Natural fines 30 %
Manufactured fines

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
X Division Engineer
X Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X
X

Skelton
Petty

L. Johnston
W.C. Williams

Engineer of Materials

State Printing 79685

X
X
X
X
X ohnston (L.J.)

Form E-61—30M—10-54

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Materials Division

# LABORATORY REPORT

Project Tualatin River Bridge
Highway Pacific West
Contractor Donald M. Drake Co.
Submitted by Lowell Johnston

Contract No. 4118

Prefix No. 34-1078
County Washington
F. A. Project No. F-73(11)
Date reported May 26, 1955

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gordon Pit, ½ mi, E. International Harvester in Milwaukie
Sampled at Pit
To be used Base Surfacing
Sampled by Lowell Johnston
Date received May 24, 1955
Quantity represented 1000 c.y.

## TEST RESULTS

Laboratory No. 363824
Data Sheet No. A-29329

Type of material Gravel (Pit Run)
Screen opening: To ¼": Square; ¼" and below: Square:

### GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3 | 0 | 0 | |
| 2 | 4.4 | 4.4 | |
| 1½ | 9.9 | 14.3 | |
| 1 | 24.4 | 38.7 | |
| 3/4 | 9.6 | 48.3 | |
| ½ | 11.0 | 59.3 | |
| ¼ | 14.3 | 73.6 | |
| 10 | 13.5 | 87.1 | |
| 40 | 6.0 | 93.1 | |
| Pass | 6.9 | 6.9 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 9 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 32 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- X Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer Petty
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X L. Johnston
- X W.C. Williams

Engineer of Materials

State Printing 79625

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F-73 (11)
411

E.

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

Project Tualatin River Bridge
Highway Pacific West
Contractor Donald M. Drake Co.
Submitted by Lowell Johnston
Contract No. 4118
Prefix No. 34-1078
County Washington
F. A. Project No. F-73 (11)
Date reported May 19, 1955

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Parker-Schram Pit at Durham
Sampled at Pit
To be used Base Surfacing
Sampled by Jim Larson & L. Johnston
Date received May 17, 1955
Quantity represented 1000 cy

## TEST RESULTS

Laboratory No. 363054
Data Sheet No. A-29328
Type of material 3" - 0 Crushed Gravel
X Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 3 | 0 | 0 | |
| 2 | 15.7 | 15.7 | |
| 1½ | 13.3 | 29.0 | |
| 1 | 18.5 | 47.5 | |
| 3/4 | 8.2 | 55.7 | |
| ½ | 10.3 | 66.0 | |
| ¼ | 9.4 | 75.4 | |
| 10 | 7.0 | 82.4 | |
| 40 | 2.1 | 84.5 | |
| Pass | 15.5 | 15.5 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 5 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 26 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Petty
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Williams W.C.
X Larson
X Johnston (L.J.)

Engineer of Materials

State Printing 79085

Form E-81—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

Project Tualatin River Bridge
Highway Pacific West
Contractor Donald M. Drake Co.
Submitted by Lowell Johnston

Contract No. 4118

Prefix No. 34-1078
County Washington
F. A. Project No. F-73 (11)
Date reported May 19, 1955

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Parker-Schram Pit at Durham
Sampled at Pit
To be used Base Surfacing
Sampled by Jim Larson & L. Johnston
Date received May 17, 1955
Quantity represented 1000 cy

## TEST RESULTS

Type of material 3" -0) Cr. Gravel
X Screen opening: To ¼": ~~Square~~; ¼" and below: Square:

Laboratory No. 363055
Data Sheet No. A-29328

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 4 | 0 | 0 | |
| 3 | 5.6 | 5.6 | |
| 2 | 27.1 | 32.7 | |
| 1½ | 1.6 | 34.3 | |
| 1 | 13.7 | 48.0 | |
| 3/4 | 8.1 | 56.1 | |
| ½ | 8.8 | 64.9 | |
| ¼ | 10.0 | 74.9 | |
| 10 | 6.9 | 81.8 | |
| 40 | 4.4 | 86.2 | |
| Pass | 13.8 | 13.8 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 6 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 27 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P. I

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Petty
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Williams
X Larson
X Johnston ( L.J.)

Engineer of Materials

State Printing 79626

Form PR 2 (Revised 1950)

8 1225

State Oregon

Federal Aid Project No. F-73(11)

F-73(11)

4118

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of October, 1953, a program, which was approved on the 23rd day of October, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 240+57 and survey station 245+20.18, all in the SW 1/4, Section 15, T. 2 S., R. 1 W., W.M., without exception, length 0.088 miles, in Washington County, being Oregon Federal Aid project No. F-73(11), consisting of 0.000 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.088 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

**Article IV.** The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00), which does not exceed the authorized Federal pro rata share of two hundred fourteen thousand, four hundred eight and 70/100 dollars ($214,408.70), the approved total estimated cost of said project.

## PAYMENTS

**Article V.** As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

**Article VI.** The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE

A4.62

RECEIVED MAY 25 1954

RECEIVED MAY 20 1954 DIVISION 8

Federal Aid Project
No. F-73 (11)

Oregon State Highway Department

# TUALATIN RIVER BRIDGE SECTION
# OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon; April 1, 1954

Type Code XC21
Tualatin River Bridge (Sta. 240+57 to Sta. 245+20.18) (Contract No. 4118)
(Based on Low Bid Prices)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 25,000.00 |
| 1,900 | cu. yds. | Structural Excavation | $ 4.50 | 8,550.00 |
| 10 | cu. yds. | Structural Excavation Below Elevation Shown | 10.00 | 100.00 |
| 250 | lin. ft. | Furnish Steel Piling | 5.00 | 1,250.00 |
| 6 | only | Drive Steel Piles | 70.00 | 420.00 |
| 5,700 | lin. ft. | Furnish Untreated Timber Piling | 0.65 | 3,705.00 |
| 380 | lin. ft. | Furnish Treated Timber Piling | 1.40 | 532.00 |
| 258 | only | Drive Timber Piles | 26.00 | 6,708.00 |
| 270 | cu. yds. | Seal Concrete | 27.00 | 7,290.00 |
| 1,600 | cu. yds. | Class "A" Concrete | 58.00 | 92,800.00 |
| 336,000 | lbs. | Metal Reinforcement | 0.112 | 37,632.00 |
| 940 | lin. ft. | Metal Rail | 11.50 | 10,810.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 3.00 | 120.00 |
| | | | Subtotal | $194,917.00 |
| | | | 10% Engr. & Cont. | 19,491.70 |
| | | | Total | $214,408.70 |

Length of Structure 0.088 Mile

Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - $120,000.00
State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - 94,408.70
$214,408.70

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-73 (11)

## TUALATIN RIVER BRIDGE SECTION

## OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1954

Type Code XD21
Tualatin River Bridge (Sta. 240+57 to Sta. 245+20.18)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 20,000.00 |
| 1,900 | cu. yds. | Structural Excavation | $ 8.00 | 15,200.00 |
| 10 | cu. yds. | Structural Excavation Below Elevation Shown | 15.00 | 150.00 |
| 250 | lin. ft. | Furnish Steel Piling | 6.00 | 1,500.00 |
| 6 | only | Drive Steel Piles | 55.00 | 330.00 |
| 5,700 | lin. ft. | Furnish Untreated Timber Piling | 0.90 | 5,130.00 |
| 380 | lin. ft. | Furnish Treated Timber Piling | 1.25 | 475.00 |
| 258 | only | Drive Timber Piles | 55.00 | 14,190.00 |
| 270 | cu. yds. | Seal Concrete | 45.00 | 12,150.00 |
| 1,600 | cu. yds. | Class "A" Concrete | 67.50 | 108,000.00 |
| 336,000 | lbs. | Metal Reinforcement | 0.115 | 38,640.00 |
| 940 | lin. ft. | Metal Rail | 12.00 | 11,280.00 |
| 40 | lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | Subtotal | $227,205.00 |
| | | | 10% Engr. & Cont. | 22,720.50 |
| | | | Total | $249,925.50 |

Length of Structure 0.088 mile

| | |
|---|---|
| Federal Funds | $120,000.00 |
| State Funds | 129,925.50 |
| | $249,925.50 |

[illegible]

RECEIVED
FOR FILING

[illegible]

4115

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 8, 1954

SUBJECT: Tualatin River Bridge 1417

To:

Mr. A. G. Skelton
Division Engineer
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Our contract for the construction of the Tualatin River Bridge and approaches thereto contains the following provisions under the heading "Buildings Not To Be Used or Removed," on page 3 of the special provisions"

> "The contractor is advised that all buildings within the right of way or on State properties are reserved to the State as hereinafter set forth in the 'Miscellaneous Provisions' under the heading, 'Use and Occupancy of Buildings Restricted.'
>
> "The contractor is also advised that the work of removing existing buildings from the right of way will be performed by parties other than the contractor as hereinafter set forth in the 'Miscellaneous Provisions' under the heading, 'Removal of Buildings from Right of Way.'
>
> "The term 'building' shall be understood to refer to that portion of a pertinent structure which is above its foundation or foundation walls."

The Johnny Frederick building at the north end of the project is so located that approximately 2½ feet of the main building projects over the property line onto our right of way. Beyond this is a porch leading to the front door. It is not practical to remove the front wall of this building without doing material damage to that portion of the building on property which Mr. Frederick still owns. We can, however, remove the porch and, by doing so, provide ample room for our present construction.

In cutting this porch off, the cut through the roof should be made in a plane parallel to the front wall of the main building, and the entire porch and that portion of the roof of the porch should be entirely removed down to the foundation. In doing the work, extreme care must be used that there is no trespassing on the Frederick property and that no damage of any kind is done to the portion of the building remaining on the Frederick property.

April 8, 1954

Lying to the north of the main building is a small garage which projects about 2½ feet onto the highway right of way. This garage can be left intact as we have ample room outside of the garage for our construction.

Lying to the south of the Frederick building and entirely on highway right of way is a backstop of the old baseball field. This backstop has a pipe frame and contains a considerable amount of salvage material which should be of value to us. This material should be salvaged and retained for our use.

Will you please make up a state force order covering the cost of this work, forward it to the main office for approval, and arrange so that one of our crews may do the work as soon as the order is approved.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc W. C. Williams
C. W. Enfield

RECEIVED
APR 12 1954
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

To.

SUBJECT.

Salem, Oregon
April 7, 1954

State Highway Commission
v.
John Fredericks
L 2000

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Dear Mr. Paxson:

Thank you for your letter of April 2, 1954, advising that you have decided to accomplish the construction of the Tualatin River Bridge, and approaches thereto, without cutting off any portion of the Johnnie Fredericks house located upon right of way acquired by the State.

If actually in the accomplishment of the contract now under progress it is not necessary to cut off this building, and if the State will not incur any additional expense by constructing the bridge and bridge approaches in such a manner as not to cut off the building in so far as construction considerations are concerned, it is probably more desirable to leave the building in tact as you have arranged to do; however, if the State in protecting the building is undertaking additional cost, then I suggest that we proceed with the cutting off of that portion of the building located upon the right of way, and by temporary supports prevent the remainier of the building from collapsing, for the State has full right, pursuant to the condemnation case for acquisition of this property, to cut off and remove that portion of the building encroaching upon the right of way.

I anticipate that if this building is cut off that Mr. Mead will bring an action in behalf of Mr. Fredericks against the State; however, I do not think that the State would suffer any damages as a result of such action, for we can clearly show that the State has paid the full value of this building as damages in the previous condemnation suit, and I dare say that if the building remains upon the right of way, that Mr. Fredericks will not be inclined to remove the same for a considerable period of time, and we may have the problem of a continued encroachment.

I am writing this letter so that you may have benefit of our thinking with respect to our legal rights and liabilities, and we will, of course, proceed in whatever manner you decide consistent with the best construction requirements.

CWE:avh
cc - Forrest Cooper
W. C. Williams
Leonard Lindas

Yours very truly,

C. W. ENFIELD
Chief Counsel

RECEIVED
APR 12 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

To:

SUBJECT

Salem, Oregon
April 7, 1954

Mr. G. S. Paxson
Assistant Highway Engineer
O f f i c e

State Highway Commission
v.
John Fredericks
L 2000

Dear Mr. Paxson:

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I am writing this letter so that you may have benefit of our thinking with respect to our legal rights and liabilities, and we will, of course, proceed in whatever manner you decide consistent with the best construction requirements.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - Forrest Cooper
W. C. Williams
Leonard Lindas

RECEIVED
1954
FOR FILING
F-73(11)
4118

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1954

SUBJECT: Tualatin River Bridge Right of Way
State vs. Johnnie Fredericks
L 2000

To:

Mr. C. W. Enfield
Chief Counsel

NOTED
W. C. WILLIAMS

Dear Sir:

Following our conference with Mr. Cooper concerning the cutting off of the front of the Johnnie Fredericks house north of the Tualatin River Bridge, I visited this site with Mr. Baldock. It is entirely practicable to construct our road including pavement and shoulders without cutting into the main building. We would remove the terrace, curbs and at least a portion of the front porch.

In view of the evident intention of Mr. Fredericks to build up further damages against us, it was decided to do this rather than to attempt to cut through the house and in doing so destroy the members which support that portion of the building on the Fredericks property. It seems advisable to leave this in this condition for the present and perhaps force Mr. Fredericks to make the next move.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

cc Forrest Cooper
W. C. Williams

RECEIVED
1954

RECEIVED
MAR 24 1954
FOR FILING

F-9-(11)

4118

March 24, 1954

Donald M. Drake Company
1600 N. W. Savier St.
Portland 9, Oregon

Gentlemen:

We enclose herewith, for your files, a fully executed copy of contract No. 4118, which was awarded to you on March 5, 1954 by the State Highway Commission, for construction of the Tualatin River Bridge on the Pacific Highway West in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc:

RECEIVED
MAR 18 1954
FOR FILING

1-7-1

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1954

SUBJECT: Tualatin River Bridge
Right of Way

To:
Mr. C. W. Enfield
Chief Counsel

Mr. A. E. Johnson, our District Maintenance Superintendent, had occasion to confer with Johnny Frederick a few days ago, and I asked him to "sound out" Mr. Frederick as to the moving of his building so that it would clear our right of way and get away from the necessity of cutting off about 6 feet of the front of it.

Mr. Frederick was very emphatic that all dealings on this matter must be through his attorney, Mr. Meade. Mr. Meade has undoubtedly advised Frederick that, if we do any damage to any of the remaining portion of the building which is on Frederick's property, we will be liable. This building is supported by beams, one end of which are on foundation within our highway right of way. It will be absolutely impossible to cut this building on the right-of-way line without trespassing on Mr. Frederick's property and without doing some damage to the remaining portion of the building. The best we could do would be to cut the building 2 or 3 feet inside of our right-of-way line first and support the remainder of the building on foundations which would be placed in this 2-or 3-foot strip. Even then it is very doubtful that the cutting could be done without some damage to the remaining portion of the building.

Mr. Frederick mentioned that he had purchased a lot lying across the highway from the building and had paid about $1,100 for the property. He indicated that, if the State would buy his building and move it over to the lot for resale, he would sell the State the lot for what he paid for it plus some improvements which he said he had made. I am not recommending this, but simply am passing it on for your information.

Mr. Johnson talked to him about moving the building either back on his own property or across the street on the lot which he owns. Mr. Frederick said he was too busy to move it at this time and that Mr. Meade has advised him that he had no right to move the portion of the building which lies on State right of way. Mr. Johnson indicated to him that the State would probably be glad to give him the part of the

RECEIVED
MAR 18 1954
FOR FILING

1-12

W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1954

SUBJECT: Tualatin River Bridge
Right of Way

To: Mr. C. W. Enfield
Chief Counsel

Mr. A. E. Johnson, our District Maintenance Superintendent, had occasion to confer with Johnny Frederick a few days ago, and I asked him to "sound out" Mr. Frederick as to the moving of his building so that it would clear our right of way and get away from the necessity of cutting off about 6 feet of the front of it.

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It appears that we are going to be in court on this matter, no matter what we do, and I would ask your advice as to the best way to proceed.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc W. C. Williams

RECEIVED
APR 23 1954
FOR FILING

AGENDA
APR 1 1954

3a-2

F-[illegible]

4112

March 5, 1954

[illegible] Co.
[illegible] Street
Portland [illegible], Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, accepted your proposal for grading, surfacing and paving and construction of the Tualatin River Bridge on the Tigard-Newberg Section of the Pacific Highway in Washington County for the sum of $[illegible], and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4112.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

State Highway Engineer

Secretary

[illegible]

cc - Mr. [illegible]
Mr. [illegible] Smith
Mr. [illegible] Probert
Mr. [illegible]
Mrs. Goldie Lewis

E R

RECEIVED
APR 23 1954
FOR FILING

AGENDA
APR 1 1954

3a-2

| |
|---|
| F-[illegible] |
| |
| 4118 |

March 5, 1954

Donald M. Drake Co.
1500 S. W. Taylor Street
Portland 5, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, accepted your proposal for grading, surfacing and paving and construction of the Tualatin River bridge on the Tigard-Sherwood Section of the Pacific Highway in Washington County for the sum of $[illegible], and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in accordance with the Commission's authorization. This project has been assigned Contract No. 42[illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

m

cc - Mr. [illegible] Kiezawa
Mr. [illegible] Smith
Mr. [illegible] Probert
Mr. [illegible] Paxton
Mrs. Goldie Lewis

ER

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
March 5, 1954
9:25 a.m.

Donald M. Drake Co.
1600 N. W. Savier Street
Portland 9, Oregon

The contract for Tualatin River Bridge on Tigard-Newberg Section of Pacific Highway in Washington County for which you submitted low bid on January 21 has been awarded to you today. Contract forms will be sent shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. POLK
District Engineer

RECEIVED
MAR 5 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

J. G.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F 73(11)

4112

March 5, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project F-73(11), Tualatin River Bridge, we hereby concur as of this date, in award of contract to Donald M. Drake Company of Portland, Oregon, low bidder in the amount of $233,816.00 at the January 21, 1954 bid opening.

Very truly yours,

CJ Polk
C. J. POLK
District Engineer

RECEIVED
MAR 5 1954
OREGON
STATE HIGHWAY COMMISSION

FOR FILE

F-73(11)

1117

F-73(

January 25, 1954

Donald M. Drake Co.
1600 N. W. Savier St.
Portland, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, accepted your bid in the amount of $233,816, using concrete or metal posts, for construction of Tualatin River Bridge in Washington County and grading, surfacing and paving 0.67 miles of highway roadbed on the Tigard-Newberg Section of the Pacific Highway West near Tigard, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

RECEIVED FOR FILING

Filed

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

7-73(11).

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-73(11), Tualatin River Bridge Section of the Pacific Highway West. This is to authorize your advertising for bids.

Our authorization for advertising the project in combination with a State project is given with the understanding that Federal participation will be on the basis of the unit prices offered by the contractor who would be the lowest responsible bidder if only the Federal-aid contract were considered.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

10-[illegible] Canyonville-Tiller Rock proj. 1934
project on Tiller-Trail Hwy.
#4119 east from Canyonville

RECEIVED
FOR FILING

10-8-54
4119

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 18, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4119 | 5-final | VERNIE JARL | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 21197 | R-106370 | $ 1,349.39 | 10/15/65 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified Completion Date: Aug. 15, 1954

Time Extensions: None

Completion Date: July 27, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: aar

file

RECEIVED
OCT 19 195
FOR FI

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES - SEATTLE 5, WASHINGTON

10-8-54
~~H. K. DENT~~
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT
4119

October 15, 1954

Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer ✓
Secretary

Our Bond No. 281691 - Vernie Jarl
State Highway Contract 4119

Dear Sir:

We are enclosing copies of your letter of October 7, 1954 and our status report dated September 27, 1954 concerning the captioned bond.

We would appreciate it very much if you would indicate which is the correct final contract price on the blank status report we are enclosing for your convenience.

Very truly yours,

Marian Jones
Marian Jones
Surety Department

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

Questionnaire returned 10-18. $34,745.38 is correct.

RECEIVED
OCT 18 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 - 1954
FOR FILING

10-8304
4119

October 7, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4119 for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County was completed by the contractor, Vernie Jarl, on July 27 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $1,349.39 will be released to the contractor on or after October 18, 1954. The total contract amount is $34,745.38, of which amount $471.77 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-7-54

DATE SEP 24 1954

**GENERAL CASUALTY COMPANY OF AMERICA**
SEATTLE 5, WASHINGTON

Oregon State Hwy Commission
Salem, Oregon

SEP .. 1954

# COPY

BOND NO. 281961

**CONTRACTOR** Vernie Jarl Gresham, Oregon

**OWNER OR OBLIGEE** State of Oregon

**CONTRACT** Rock Production-Tiller-Trail Hwy, Douglas County, Oregon Contr. #4119.
Contr. & Bond $31,590.00

In order that we, as Surety, may be in a position to render prompt and efficient service to all parties interested, it is necessary that frequent reports be furnished us regarding progress on this contract. Will you, therefore, please fill in the spaces provided below and return the report at your earliest convenience? Thank you.

GENERAL CASUALTY COMPANY OF AMERICA

Surety Department

CONTRACT COMPLETED

1. Date Completed July 27, 1954
2. Date Accepted Aug. 9, 1954
3. Amount paid contractor see below
4. Retained percentage
5. Final contract price (3 + 4)

CONTRACT NOT COMPLETED

1. Amount paid contractor to date $33,395.99 Est. #4 7-27-54
2. Earned retained percentage $1,032.87
3. Amount earned to date (1 + 2) ~~$33,395.99~~ 34428.86

ok 9-28

Percentage contract completed 100%
Probable date of completion
Is progress satisfactory?
Have any liens been filed? No
Any maintenance provision? No If so, when will period expire?

Remarks:

OREGON STATE HIGHWAY COMMISSION

Signed H B Glaisyer Secretary

Date 9-27-54

S-60 R2 8/53 (REPLACES 1-51)

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1954, 19

| | | | |
|---|---|---|---|
| Section | Canyonville - Tiller | Kind of work | Rock Production |
| Highway | Tiller - Trail | Section prefix | 10 - 8304 |
| Contractor | Vernie Jarl | Contract number | 4119 |
| Date of contract | Mar. 15, 1954, 19 | Date of completion | Aug. 15, 1954, 19 |
| Date work started | Apr. 23, 1954, 19 | Estimated date of completion | July 27, 1954, 19 |
| ~~Amount of contract~~ Project Auth Excl of Engr | $ 33,586.30 | Per cent of time elapsed | 100 % |

Estimated cost of completed project, exclusive of engineering . . . $ 35,000.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 2,000.00, 79 %  Date project was completed 7 - 27, 19 54

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finally received bill for Extra Work from contractor.

Semi-final estimate will be in the mail next week.

NOTED
OSCAR

NOTED
FORREST COOPER

NOTED
B A. MARTIN

RECEIVED
AUG 30 1954
OFFICE OF
CONST[illegible]GINEER

Signed C C Gill

Address Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | 14,712 | | | |
| Average daily quantities | | All | | | |
| Average daily quantities necessary to complete project on time | | complete | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair | | |
| Monday | cloudy | | |
| Tuesday | " | | |
| Wednesday | rain | | |
| Thursday | cloudy | | |
| Friday | showers | | |
| Saturday | | | |

STATE PRINTING

RECEIVED
AUG 23 1954
FOR FILING

10-[illegible]
[illegible]

August 20, 1954

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Vernie Jarl a portion of the funds heretofore retained by the Commission on contract No. 4119 covering rock production on the Canyonville-Tiller Section of the Tiller-Trail Secondary Highway in Douglas County.

This payment, in the amount of $4,175.24 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,032.87. The present payment will be released on or after August 30, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
[illegible]

RECEIVED
APR 8 1954
FOR FILING

April 6, 1954

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4119, which was awarded to you on March 15, 1954 by the State Highway Commission, for rock production on the Canyonville-Tiller Section of the Tiller-Trail Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 23 1954
FOR FILING

AGENDA
APR 1 1954

300-3

16-93-1

4119

[illegible] 13, 1954

Mr. [illegible] J[illegible]rl
[illegible] Roberts [illegible]
[illegible], [illegible]

Dear Mr. [illegible]:

The State Highway Commission on [illegible] accepted your proposal for rock production on the [illegible]ville-[illegible] Section of the [illegible] Highway in [illegible] County for the sum of $31,[illegible]. It was referred it to the State Highway Engineer with authority to award the contract to you as soon as [illegible]. This note is to inform you that [illegible] conditions have been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - [illegible]
[illegible] ith
[illegible] Robert
[illegible] is Lewis

E R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
March 15, 1954
9:05 a.m.

Mr. Vernie Jarl
438 South Roberts Avenue
Gresham, Oregon

The contract for Canyonville-Tiller Rock Production Project on Tiller-Trail Highway, Douglas County, for which you submitted low bid on February 24 has been awarde to you today. Contract forms will be sent shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Hood

R. L. PORTER
Right of Way Engineer

RLP/fn

Copy to
Mr. Probert

RECEIVED
FOR FILING

10-8-54

4119

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1954

SUBJECT: Canyonville-Tiller
Rock Production Project
Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Right of way has been secured for this project and as far as this department is concerned, the award may be made.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

Copy to
Mr. Probert

RECEIVED
FOR FILING

[illegible]

[illegible]

February 26, 1954

Mr. Vernie Jarl
Gresham
Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $31,590 for a rock production project on the Canyonville-Tiller Section on the Tiller-Trail Highway in Douglas County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

S-155(1) Rush Creek-Granite Cr. Sec., 1954
Ritter Road
#4120

S-155(1) Rush Creek-Granite Cr. Sec., 1954
Ritter Road
#4120

Form A-150 10M 2-54

INVOICE

# Oregon State Highway Department

Salem, Oregon

NOTED
V. R. JONES

NOTED
J. [illegible]MANN

NOTED
Harold C[illegible]rs

*Invoice No.* 38456

*Date* March 28, 1955

*Your Req. No.*

*Billing Request No.* co-113

*Credit distribution:* 512-1077-297

Grant County
Canyon City, Oregon

Contract 4120
S-155(1)

Attn: County Court

Final billing county's share of total costs of Bush Creek-Granite Creek county FAS project in Grant County. Covered by agreement dated February, 1954.

| | | |
|---|---|---|
| Original advance deposit | 12,600.00 | |
| Less: Amt previously transferred | 10,000.00 | |
| Balance advance deposit | | 2,600.00 |
| Cost of project as per attached statement | 13,858.00 | |
| Less: Amount previously transferred | 10,000.00 | |
| Balance | | 3,858.07 |
| Amount due | | $1,258.07 |

RECEIVED
MAR 30 1955
ENGINEER
[illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Form A-150 10M 3-54

NOTED
V. R. JONES

# INVOICE
# Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

**Invoice No.** 38456

**Date** March 28, 1955

**Your Req. No.**

**Billing Request No.** cc-143

**Credit distribution:** 51[illegible]

Grant County
Canyon City, Oregon

Attn: County Court

NOTED

Contract 4120
S-155(1)

---

Final billing county's share of total costs of Bush Creek-Granite Creek county FAS project in Grant County. Covered by agreement dated February, 1954.

| | | |
|---|---|---|
| Original advance deposit | 12,600.00 | |
| Less: Amt previously transferred | 10,000.00 | |
| Balance advance deposit | | 2,600.00 |
| Cost of project as per attached statement | 13,858.00 | |
| Less: Amount previously transferred | 10,000.00 | |
| Balance | | 3,858.07 |
| Amount due | | $1,258.07 |

RECEIVED
MAR 2[illegible] 1955
ENGINEER
COUNTY AND CITY RELATIONS

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
V. R. JONES

March 25, 1955

NOTED
Harold C. [illegible]

Grant County Court
Court House
Canyon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Rush Creek-Granite Creek section of FAS 556 are now available and it has been determined that the County share of these costs is $13,858.07 as shown in the attached cost statement. As the County initially deposited $12,600, the balance of $1,258.07 is due the State. A billing form for this amount will be forwarded you by our accounting division within the next few days and payment should be made upon receipt of said form.

If you have any questions in this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
STATEMENT OF FINAL COSTS
RUSH CREEK-GRANITE CREEK SECTION, FAS 556
CONTRACT NO. 4120
GRANT COUNTY
3/25/55

PAYMENTS TO CONTRACTOR

| | Item | Unit | Unit Price | Total Quantity | Total Cost |
|---|---|---|---|---|---|
| 1. | Clearing & grubbing | All | $4,000.00 | 100% | $ 4,000.00 |
| 2. | Struc. excav., unclass. | c.y. | 3.00 | 101.33 | 303.99 |
| 3. | Trench excav., unclass. | c.y. | 3.00 | 101.92 | 305.76 |
| 4. | General excav., unclass. | c.y. | .43 | 80,230.9 | 34,499.29 |
| 5. | Short overhaul | yd. sta. | .02 | 85,230 | 1,704.60 |
| 6. | Long overhaul | C-yd. sta. | .50 | 802.8 | 401.40 |
| 7. | Finish R/B & slopes | mile | 850.00 | 2.79 | 2,371.50 |
| 8. | 12" corr. metal pipe | l.f. | 3.00 | 36 | 108.00 |
| 9. | 18" " " " | l.f. | 4.00 | 706 | 2,824.00 |
| 10. | 24" " " " | l.f. | 6.00 | 208 | 1,248.00 |
| 12. | 96" structure plate pipe | l.f. | 56.00 | 96 | 5,376.00 |
| 13. | 2" galv. water pipe | l.f. | 1.50 | 169 | 253.50 |
| PA #1 | 84" corr. metal pipe | l.f. | 45.50 | 87 | 3,958.50 |
| PA #2 | Sprinkling | M/gal. | 2.25 | 52.5 | 118.13 |
| PA #3 | Purchase excess 12" CMP | l.f. | 2.2878 | 72 | 164.72 |
| PA #3 | " " 24" CMP | l.f. | 4.699 | 32 | 150.37 |

| | |
|---|---|
| Subtotal. . . . . . . . . . . . . . . . . | $57,787.76 |
| Transfer of pipe purchased under PA #3. | $ 315.09 CREDIT |
| Construction engineering. . . . . . . . . | $ 8,343.46 |
| Total Construction Costs. | $65,816.13 |
| Federal Funds Collected for Project. | $38,100.00 |

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and federal funds:
($65,816.13-$38,100.00) X 1/2 = $13,858.07

| | |
|---|---|
| County's Share Total Costs | = $13,858.07 |
| Less County's Advance Deposit | 12,600.00 |
| Balance Due State from County..... | $ 1,258.07 |

JFH:mm

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JAN 26 1955
FOR FILING

January 21st, 1955

Rush Creek-Granite Creek
[illegible]

FINAL COST ANALYSIS
Grading
F.A.S. S-155(1)
K. C. Dack, Contractor
C. C. McKinney, Resident Engineer

Ritter Road
Prefix 512-1027

S-155(1)

| Item 4120 | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | All | | $ | $ | $ 2,219.50 | $ 4,000.00 |
| Struct. Excav. | 101.33 | Cu. Yd. | 3.00 | 2.85 | 288.83 | 303.99 |
| Trench " | 101.92 | " " | 3.00 | 2.71 | 276.14 | 305.76 |
| General " | 80,230.9 | " " | 0.43 | 0.417 | 33,451.30 | 34,499.24 |
| Short Overhaul | 85,230 | Yd. Sta. | 0.02 | 0.02 | 1,684.67 | 1,704.60 |
| Long " | 802.8 | C-Yd. Sta. | 0.50 | 0.49 | 392.34 | 401.40 |
| Finish R/B & Slopes | 2.79 | Mile | 850.00 | 788.37 | 2,199.54 | 2,371.50 |
| 12" Corr. Metal Pipe | 36 | Lin. Ft. | 3.00 | 2.62 | 94.34 | 108.00 |
| 18" " " " | 706 | " " | 4.00 | 3.83 | 2,703.48 | 2,824.00 |
| 24" " " " | 208 | " " | 6.00 | 5.73 | 1,192.00 | 1,248.00 |
| 84" " " " | 87 | " " | 45.50 | 34.46 | 2,997.98 | 3,958.50 |
| 96" Struct. Plate Pipe | 96 | " " | 56.00 | 40.62 | 3,899.47 | 5,376.00 |
| 2" Galv. Water Pipe | 169 | " " | 1.50 | 0.79 | 134.31 | 253.50 |
| PA #2, Sprinkling | 52.5 | M/Gal. | 2.25 | 1.75 | 91.88 | 118.13 |
| PA #3, Purchase Excess 12" Corr. Metal Pipe | 72 | Lin. Ft. | 2.287 | 2.287 | 164.72 | 164.72 |
| PA #3, Purchase Excess 24" Corr. Metal Pipe | 32 | " " | 4.699 | 4.699 | 150.37 | 150.37 |
| | | | | | $51,940.87 | $57,787.76 |

| | |
|---|---|
| Gross Revenue | $57,787.76 |
| Total Cost | 51,940.87 |
| Net Profit | $ 5,846.89 |

Net Profit Equals 10% of Gross Revenue

Rush Creek-Granite Creek
Contract #4120

Detail of Cost

Labor:

| | | |
|---|---|---|
| Labor & Supervision | $15,105.34 | |
| Labor Insurance | 1,066.41 | $16,171.75 |

Materials:

| | | | | | | |
|---|---|---|---|---|---|---|
| 12" Corr. Metal Pipe | 36 | Lin. Ft. | at | $2.09 | $ 75.24 | |
| 12" " " Bands | 2 | Each | " | 1.90 | 3.80 | |
| 18" " " Pipe | 706 | Lin. Ft. | " | 2.93 | 2,068.58 | |
| 18" " " Bands | 22 | Each | " | 2.65 | 58.30 | |
| 24" " " Pipe | 208 | Lin. Ft. | " | 4.57 | 950.56 | |
| 24" " " Bands | 7 | Each | " | 4.12 | 28.84 | |
| 84" " " Pipe | 87 | Lin. Ft. | " | 29.23 | 2,543.01 | |
| 84" " " Bands | 4 | Each | " | 57.82 | 231.28 | |
| 96" Multi Plate Pipe | 96 | Lin. Ft. | " | 33.89 | 3,253.44 | |
| 2" Galv. Water Pipe | 169 | Lin. Ft. | " | 0.47 | 79.43 | 9,292.48 |

Equipment Rentals & Misc. Supplies:

| | | |
|---|---|---|
| Equipment Rental | $18,760.19 | |
| Lumber | 35.84 | |
| Explosives | 501.02 | |
| Gas, Oil & Grease | 2,827.76 | |
| Bond | 420.01 | |
| P.U.C. | 87.50 | |
| P.L. & P.D. Insurance | 188.82 | |
| Small Tools & Misc. Supplies | 975.50 | |
| Overhead | 2,680.00 | 26,476.64 |

Total Cost. . . . . . . . . . . . . . . . . . . . . . . . $51,940.87

Remarks:

This was a Federal Aid Secondary Project for grading 2.79 miles of highway roadbed on the Rush Creek-Granite Creek Section of the Ritter Road in Grant County.

The contract was bid February 25th, 1954, awarded March 18th, 1954, work started April 1st, and the contract was completed August 14th, 1954.

The contractor moved in a D-8 cat and dozer and a crew of three men April 1st, 1954, and started the clearing which consisted of light brush and a few pine trees. A large profit was realized on the clearing.

The grading which consisted of dirt, boulders and solid rock was moved with two DW 10's, one D-8 cat used as push cat and one D-8 cat and dozer. One 160 CFM compressor, one wagon drill and jackhammers were used to drill the large boulders and the solid rock. Less solid rock was encountered than the contractor anticipated. A large amount of the boulders and the blasted rock was moved with the D-8 cat and dozer.

The contractor had good bid prices on the 84" and the 96" corrugated metal pipe, and it was installed very efficiently. A very small amount of time was lost due to weather conditions.

The contractor had good bid prices and equipment and with personal supervision realized a good profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED

FOR FILING

S-155 (1)

4120

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4120 | 6-Final | K. C. [illegible] Construction Co. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 26571 | R-111371 | $ 1,736.54 | 12/29/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 15, 1954

Time Extensions: None

Completion Date: Aug. 14, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 30 1954
Ruth Rawlings

RECEIVED
[illegible]
FOR FILING

5 -155(1)
4120

December 17, 1954

REGISTER MAIL

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 4120 for work performed on the Rush Creek-Granite Creek Section of the Ritter Road in Grant County was completed by the contractor, K. C. Mack Construction Co., on August 14, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $1,736.54 will be released to the contractor on or after December 27, 1954. The total contract amount is $57,787.76 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.
Portland, Oregon

NOTED ON CARD
12-17-54

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the K. C. Dack Construction Company on contract No. 4120, covering grading on the Rush Creek-Granite Creek Section of the Ritter Road in Grant County.

This payment, in the amount of $4,246.68 will be released to contractor on or after September 27, 1954. The retained percentage is $1,733.54.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.,
Portland 4, Oregon

NOTED ON CARD
9-17-54,

Form E-1

S-155 (1)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 9/4/54, 19

Section Rush Creek-Granite Creek
Kind of work Grading
Highway Ritter Road
Section prefix 512-1027
Contractor K. C. Dack Construction Co.
Contract number 4120
Date of contract 3/18/54, 19
Date of completion 8/15/54, 19
Date work started 4/1/54, 19
Estimated date of completion 8/14/54, 19
Amount of ~~contract~~ Authorization less Engr. $ 58,481.86
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering . . . $ 57,784.70
Per cent of contract completed, based on total contract price . . . 100 %
Engineering cost to date $ 8120.79, 181.4 %
Date project was completed 8/14/54, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final estimate was completed and forwarded to the Division Office.

NOTED
H.G. SMITH

Signed C. C. McKinney
Address P. O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
SEP 7 1954
OFFICE OF
CONSTRUCTION ENGINEER

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.79 | | | | |
| Miles partially completed | | | | | |
| Miles completed | 2.79 | | | | |
| Total estimated quantities | 80,230.9 | | | | |
| Estimated quantities moved or placed to date | 80,230.9 | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................., . . . . ................., . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING

NOTED
V. D. JONES

NOTED
J. W. CATTRALL

August 26, 1954

Grant County Court
Court House
Canyon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4120, Rush Creek-Granite Creek Section of the Ritter Road, FAS No. 556, in Grant County was completed on August 14, 1954.

Under the terms of the maintenance agreement signed by the County Court on February 11, 1954, and by the Highway Commission on February 24, 1954, the County assumed maintenance of and resumed jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

RECEIVED
AUG 25 1954
FOR FILING

S-155 (1)
4120

August 23, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 14, 1954 on Contract No. 4120, Rush Creek-Granite Creek Section, in Grant County, in connection with Federal Aid Project No. S-155 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:dw

cc: John Cattrall

Form PR 2 (Revised 1950)

S-155(1)

4120

State Oregon

Federal Aid Secondary

Project No. S-155(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of December, 1953, a program, which was approved on the 25th day of January, 1954; for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 8th day of February, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-eight thousand, one hundred and 00/100 dollars ($38,100.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Grant County with the Highway Department.
(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 379+27 in the NW 1/4, Section 24, T. 8 S., R. 30 E., W.M., and survey station 526+70 in the NE 1/4, Section 31, T. 8 S., R. 31 E., W.M., including a wye connection, stations 525+20 to 526+50, without exception, length 2.817 miles, in Grant County, being Oregon Federal Aid / Secondary project No. S-155(1), consisting of 2.817 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED ★ DIVISION 8 1954

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-eight thousand, one hundred and 00/100 dollars ($38,100.00), which does not exceed the authorized Federal pro rata share of sixty-one thousand, five hundred fifty-nine and 85/100 dollars ($61,559.85), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
ASS'T. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting Division Engineer,
Bureau of Public Roads.

MAY 21 193

RECEIVED MAY 2 193 DIVISION

Oregon State Highway Department

Federal Aid Secondary
Project No. S-155 (1)

## RUSH CREEK-GRANITE CREEK SECTION
## OF THE RITTER ROAD IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code 0010
Roadway (Sta. 379+27 to Sta. 526+70)(Wye Connection, Sta. 525+20 to 526+50)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 4,000.00 |
| 100 | Cu. Yd. | Structural Excavation, Unclassified | $ 3.00 | 300.00 |
| 100 | Cu. Yd. | Trench Excavation, Unclassified | 3.00 | 300.00 |
| 79,400 | Cu. Yd. | General Excavation, Unclassified | 0.43 | 34,142.00 |
| 59,000 | Yd. Sta. | Short Overhaul | 0.02 | 1,180.00 |
| 520 | C-Yd. Sta. | Long Overhaul | 0.50 | 260.00 |
| 2.79 | Miles | Finishing Roadbed and Slopes | 850.00 | 2,371.50 |
| 20 | Lin. Ft. | 12-inch Corrugated Metal Pipe | 3.00 | 60.00 |
| 740 | Lin. Ft. | 18-inch Corrugated Metal Pipe | 4.00 | 2,960.00 |
| 180 | Lin. Ft. | 24-inch Corrugated Metal Pipe | 6.00 | 1,080.00 |
| 90 | Lin. Ft. | 72-inch Corrugated Metal Pipe | 33.00 | 2,970.00 |
| 110 | Lin. Ft. | 96-inch Structural Plate Pipe | 56.00 | 6,160.00 |
| 120 | Lin. Ft. | 2-inch Galvanized Water Pipe | 1.50 | 180.00 |
| | | | Subtotal | $55,963.50 |
| | | | 10% Engr. & Cont. | 5,596.35 |
| | | | Total | $61,559.85 |

Length of Roadway 2.817 miles
Cost of Roadway per Mile $21,852.98

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | $38,100.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - | 11,729.92 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 11,729.93 |
| | $61,559.85 |

State Funds For Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds For Maintenance: Chap. 529, laws 1939.

Note: Cash has been depositied by Grant County with the State Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-155 (1)

## RUSH CREEK-GRANITE CREEK SECTION OF THE RITTER ROAD IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 2, 1954

Type Code 0010
Roadway (Sta. 379+27 to Sta. 526+70)(Wye Connection, Sta. 525+20 to 526+50)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 5,000.00 |
| 100 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 300.00 |
| 100 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 300.00 |
| 79,400 | cu. yds. | General Excavation, Unclassified | 0.55 | 43,670.00 |
| 59,000 | yd. sta. | Short Overhaul | 0.02 | 1,180.00 |
| 520 | C-yd. sta. | Long Overhaul | 0.50 | 260.00 |
| 2.79 | miles | Finishing Roadbed and Slopes | 600.00 | 1,674.00 |
| 20 | lin. ft. | 12-inch Corrugated Metal Pipe | 3.00 | 60.00 |
| 740 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 3,330.00 |
| 180 | lin. ft. | 24-inch Corrugated Metal Pipe | 7.00 | 1,260.00 |
| 90 | lin. ft. | 72-inch Corrugated Metal Pipe | 45.00 | 4,050.00 |
| 110 | lin. ft. | 96-inch Structural Plate Pipe | 60.00 | 6,600.00 |
| 120 | lin. ft. | 2-inch Galvanized Water Pipe | 1.00 | 120.00 |
| | | | Subtotal | $67,804.00 |
| | | | 10% Engr. & Cont. | 6,780.40 |
| | | | Total | $74,584.40 |

| | |
|---|---|
| Length of Roadway | 2.817 miles |
| Cost of Roadway per Mile | $26,476.53 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - | $43,200.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - | 14,400.00 |
| County Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 16,984.40 |
| | $74,584.40 |

RECEIVED
APR 23 1954
FOR FILING

S-155(1)

4120

April 22, 1954

K. C. Dack Construction Co.
Box 35
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4120, which was awarded to you March 18, 1954 by the State Highway Commission, for grading on the Rush Creek-Granite Creek Section of the Ritter Road in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 7 1954
FOR FILING

S-155(1).

4120

April 5, 1954

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 1, 1954 on Contract No. 4120, Rush Creek-Granite Creek Section, in Grant County, in connection with Federal Aid Project No. S-155 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

Form A-130 10M 12-52

NOTED
V. R. JONES

INVOICE

**Oregon State Highway Department**

Salem, Oregon

NOTED
Harold C. A[illegible]

RECEIVED
APR 5 - 1954
ENGINEER

Grant County
Canyon City, Oregon

Attn: County Court

*Invoice No.* 32986
*Date* April 2, 1954
*Your Req. No.*
*Billing Request No.* CC 72
*Credit distribution:* 512-1027-297

---

Rush Creek-Granite Creek County FAS project in Grant County, covered by agreement dated February 24, 1954.
Partial transfer of county's share of total cost.
The total advance deposit is $12,600 of which $2,600 is to remain in the advance deposit fund.

| | | |
|---|---|---|
| | Advance Deposit | 12,600.00 |
| See above | | 10,000.00 |
| | To be retained | $ 2,600.00 |

NOTED
J. F. HAGEMANN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________
By_______________________________________

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

110556

NOTED
V. R JONES

March 26, 1954

NOTED
Harold C. Ayers

Honorable O. L. Dickens
Grant County Judge
Court House
Canyon City, Oregon

Dear Judge:

This is to advise that Contract No. 4120 for the grading of the Rush Creek-Granite Creek FAS project was awarded to K. C. Dack Construction Company on March 18th. A copy of the contract for your information and records is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
APR 23 1954
FOR FILING

S-155(1)

4120

AGENDA
APR 1 1954

300-4

March 12, 1954

Mr. A. C. Back
Box 3134
Milton-Freewater, Oregon

Dear Mr. Back:

The State Highway Commission on February 25, 1954, accepted your proposal for grading on the Rush Creek-Granite section of the Ritter Road north of the town of Long Creek in Grant County for the sum of $55,363.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads and Grant County was received and the sum of $12,600 deposited by the County. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4120.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - State Industrial Accident Comm.
Mr. R. G. Smith
Mr. S. A. Probert
Mrs. Goldie Lewis

get confirmed

E.R.

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
March 18, 1954
3:50 p.m.

Mr. K. C. Dack

Milton-Freewater, Oregon

Contract for Rush Creek-Granite Creek Section of Ritter Road, Grant County, for which you submitted low bid on February 25 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

---

bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 19 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1954
FOR FILING
OREGON DISTRICT

S-155(1)

41

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 18, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way or rights of entry have been acquired for Oregon Project S-155(1), Rush Creek--Granite Creek Section of the Ritter Road, we hereby concur as of this date in award of contract to K. C. Dack of Milton-Freewater, Oregon, low bidder in the amount of $55,963.50 at the February 25, 1954 bid opening.

Very truly yours,

C. G. Folk
C. G. Folk
District Engineer

RECEIVED
MAR 19 1954
OREGON
STATE HIGHWAY COMMISSION

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MAR 22 1954
FOR FILING

[illegible]

4/30

March 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the ward of contract for grading work on the Rush Creek-Granite Creek Section of the Ritter Road in Grant County, Project S-155 (1), to K. C. Dack of Milton-Freewater, Oregon, on the basis of the bid of $55,963.30 submitted on February 25, 1954.

All privately-owned rights of way have been acquired and assurance has been received from the Bureau of Land Management that the right of way across a tract of public domain will be granted soon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

March 17, 1954

Honorable O. L. Dickens
Grant County Judge
Court House
Canyon City, Oregon

Dear Judge Dickens:

Enclosed is a copy of a letter from our Legal Division regarding the status of the old route of the John Day Highway east of John Day. It would appear from this letter that the Highway Commission has no jurisdiction over this section of road; however, as to whether it is a county road or not would probably have to be determined by the Grant County Court with the advice of the District Attorney. I am sorry we cannot offer you anything more definite.

In connection with the Rush Creek-Granite Creek County FAS 556 project it appears that we will be unable to award a contract for at least ten to fourteen more days. This delay results from the time required by the Bureau of Land Management to transfer to the State that parcel of government land needed for right of way. Our Right of Way Division is doing everything possible to speed up this transaction; however, as you undoubtedly know from personal experience, considerable time is consumed by regulatory red tape.

Our bid proposals provide a 45-day period in which to sign a contract and we expect to complete our negotiations with the B.L.M. within this time limit. We wish to thank you for your patience in this matter and will advise you immediately upon award of a contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

March 8, 1954

Honorable O. L. Dickens
Grant County Judge
Canyon City, Oregon

Dear Judge:

This is to acknowledge receipt of an advance deposit of $12,600 representing the estimated Grant County share of the total cost of the Rush Creek-Granite Creek FAS project. Award of a contract will be delayed until we can obtain right of way from the U. S. Bureau of Land Management. We are doing everything possible to speed up this transaction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

4n-552

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
Harold C. A[illegible]

February 25, 1954

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

On February 25th the Highway Commission received a satisfactory bid from K. C. Dack of Milton-Freewater for construction of the Rush Creek-Granite Creek Section of FAS 556. As per the agreement between the County and State, the following advance deposit by Grant County is required prior to awarding a contract:

| | |
|---|---|
| Bid Items | $55,963.50 |
| 12 1/2% Engineering & Contingencies | 6,995.44 |
| Estimated Total Cost | $62,958.94 |
| Advance Deposit of 20% = | $12,600.00 |

Please make this deposit by means of a warrant or check in the amount of $12,600 payable to the Oregon State Highway Commission, forwarding same to this office.

Based on the above estimated total cost, Grant County will have a balance of $9000.00 (including federal, state, and county funds) of 1954 and 1955 FAS funds remaining for programming at a future date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:sh

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FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
March 8, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
OFFICE

This is to advise that Grant County's advance deposit of $12,600 in connection with the Rush Creek-Granite Creek FAS project has been received. Insofar as this office is concerned, the project is clear for award of a contract, however, it is our understanding that a piece of government land which the state was to acquire for right of way has not yet been obtained. All right of way to be obtained by Grant County has been acquired.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

cc: S. H. Probert

## MEMO OF CALL OR VISIT

TO J. W. C

SECTION

DATE [illegible]

TIME 3:[illegible] A.M. P.M.

NOTED R. JONES

NAME, ORGANIZATION OF CALLER

Judge Dickens Ph. 123 Canyon City

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT ☐

NOTED Harold C

☐ WILL VISIT OFFICE AGAIN AT A.M. P.M. ON

MESSAGE

All of the R/W on the Potter County Rd. has been settled, however the papers on one piece has been lost in the mail, but there is no controversy over any property. I asked him to write you a letter confirming this phone call. He said that he would

SIGNATURE

NOTED
J. W. CATTRALL

RECEIVED
MAR 3 1954
FOR FILING

P

| |
|---|
| S-155(1) |
| |
| 4120 |

S-155(1)

March 3, 1954

County Court of Grant County
Court House
Canyon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Grant County one fully executed copy each of a Finance Agreement and Maintenance Agreement covering the Rush Creek-Granite Creek Section project in Grant County. Oregon Project No. S-155(1) FAS 556.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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MAR 23 1954
FOR FILING

S-155 (1)

4-20

Salem, Oregon
March 3, 1954

Maintenance 173
Finance 31

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling is one fully executed and three certified copies of a maintenance agreement and one conformed copy of a finance agreement with Grant County covering the Rush Creek-Granite Creek Section in Grant County. Oregon Project No. S-155(1), FAS 556.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Grant County.

Yours very truly,

Secretary

FH
Attach: 5

query & file

FORM E-30 25M 9-51 52315

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
February 15, 1954

**SUBJECT:**

**To:** Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Rush Creek-Granite Creek Section FAS project in Grant County. Two copies have been executed by Grant County and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. Please return four fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 minute page 23
Secretary

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[illegible] 1954
[illegible]
STATE HIGHWAY ENGINEER

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FOR FILING

S-155(1)

1/1 20

S-155(1)

February 26, 1954

K. C. Dack Construction Company
P. O. Box 0134
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on February 25, 1954 accepted your bid in the amount of $55,963.50 for 2.79 miles of grading on the Rush Creek-Granite Creek Section of the Ritter Road about 12.7 miles north of the town of Long Creek in Grant County which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ghr

cc S. H. Probert
H. G. Smith
W. M. Franswa, SIAC

Enclosure

O. L. DICKENS, COUNTY JUDGE
COMMISSIONERS
JOHN M. DAMON, DAYVILLE
C. E. HOLMES, KIMBERLY
JOHN LIVEIRA, COUNTY CLERK

ROBERT W. DAMON, SHERIFF
JULIA R. MOSIER, TREASURER
GEORGE GILBERT, ASSESSOR
J. CARL DRISKILL, CORONER
CLIFFORD B. OLSEN, DIST. ATTY.
ESTELLA C. BOYER, SCHOOL SUPT.

MARTIN C. BRAGA, WATER MASTER
C. C. BATIE, ROADMASTER
I. B. HAZELTINE, J. P. DIST. NO. 1
ELIZABETH KIGHT, PRAIRIE CITY
J. P. DIST. NO. 2

GRANT COUNTY, OREGON

COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
CANYON CITY, OREGON

NOTED
V R JONES

February 19, 1954

NOTED
J. W. CATTRALL

Mr. John W. Catterall
Public Relations Officer
State Highway Commission
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Catterall:

The following deeds for rights-of-way on the Ritter Federal Secondary Road are filed with the County Clerk of Grant County:

Loyd I. and Annabelle Bignell
J. F. and Katherine Walton
Rebecca N. Johnson
Tom L. and Io J. Colvin
Loaren C. and Thelma Colvin
Ritter Hot Springs, a corporation
Claude P. and Mary Resing.

NOTED
J. F. HAGEMANN

Very truly yours,

O. L. Dickens

County Judge

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[illegible] 3 1954
ENGINEER
[illegible]

RECEIVED
[illegible] 3 1954
OREGON
STATE HIGHWAY COMMISSION

O. L. DICKENS, COUNTY JUDGE
COMMISSIONERS
JOHN M. DAMON, DAYVILLE
C. E. HOLMES, KIMBERLY
JOHN LIVEIRA, COUNTY CLERK

ROBERT W. DAMON, SHERIFF
JULIA R. MOSIER, TREASURER
GEORGE GILBERT, ASSESSOR
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ESTELLA C. BOYER, SCHOOL SUPT.

MARTIN C. BRAGA, WATER MASTER
C. C. BATIE, ROADMASTER
I. B. HAZELTINE, J. P. DIST. NO. 1
ELIZABETH KIGHT, PRAIRIE CITY
J. P. DIST. NO. 2

GRANT COUNTY, OREGON
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
CANYON CITY, OREGON

February 18, 1954

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. John Catterall
State Highway Commission
Public Relations Officer
Salem, Oregon

Dear Sir:

The deed from Ritter Hot Springs, referred to in my letter of yesterday's date has been received today.

Yours truly,

O. L. Dickens
County Judge

NOTED
J. F. HAGEMANN

OLD:J

RECEIVED
FEB 23 1954
ENGINEER
[illegible]

RECEIVED
FEB 23 1954
ENGINEER
[illegible]

RECEIVED
FEB 23 1954
OREGON
STATE HIGHWAY COMMISSION

O. L. DICKENS, COUNTY JUDGE
COMMISSIONERS
JOHN M. DAMON, DAYVILLE
C. E. HOLMES, KIMBERLY
JOHN LIVEIRA, COUNTY CLERK

ROBERT W. DAMON, SHERIFF
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MARTIN C. BRAGA, WATER MASTER
C. C. BATIE, ROADMASTER
I. B. HAZELTINE, J. P. DIST. NO. 1
ELIZABETH KIGHT, PRAIRIE CITY
J. P. DIST. NO. 2

GRANT COUNTY, OREGON

COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
CANYON CITY, OREGON

February 17, 1954

NOTED
V R JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. A

Mr. John Catterall
State Highway Commission
Public Relations Officer
Salem, Oregon

Dear Sir:

This letter is to confirm my telephone conversation with your office regarding right-of-way on Federal Secondary road from 395 to Ritter on Middle Fork of John Day River.

All rights-of-way have been deeded to County with the one exception as mentioned. The deed from Ritter Hot Springs owner, by his own admission, was signed and mailed to Grant County Court, Saturday February 13, 1954. This deed has not been received.

Very truly yours,

O. L. Dickens

O. L. Dickens,
County Judge

NOTED
J. F. HAGEMANN

RECEIVED
19 1954
ENGINEER

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

February 17, 1954

Honorable O. L. Dickens
Grant County Judge
Court House
Canyon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. [illegible]

Dear Judge:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, and five copies of an encroachment resolution, signed by the Grant County Court, in connection with the proposed Rush Creek-Granite Creek FAS project.

After signature by the Highway Commission a fully executed copy of each agreement will be returned for your records. Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

110556

NOTED
V R JONES

Salem, Oregon
February 15, 1954

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F FI CE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached are three copies of a finance agreement covering the Rush Creek-Granite Creek Section FAS project in Grant County. Two copies have been executed by Grant County and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. Please return four fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

700556

O. L. DICKENS, COUNTY JUDGE
COMMISSIONERS
JOHN M. DAMON, DAYVILLE
C. E. HOLMES, KIMBERLY
JOHN LIVEIRA, COUNTY CLERK

ROBERT W. DAMON, SHERIFF
JULIA R. MOSIER, TREASURER
GEORGE GILBERT, ASSESSOR
J. CARL DRISKILL, CORONER
CLIFFORD B. OLSEN, DIST. ATTY.
ESTELLA C. BOYER, SCHOOL SUPT.

MARTIN C. BRAGA, WATER MASTER
C. C. BATIE, ROADMASTER
I. B. HAZELTINE, J. P. DIST. NO. 1
ELIZABETH KIGHT, PRAIRIE CITY
J. P. DIST. NO. 2

# GRANT COUNTY, OREGON

COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
CANYON CITY, OREGON

NOTED
J. W. CATTRALL

February 11, 1954

NOTED
V. B. JONES

NOTED
J. F. HAGEMANN

NOTED
Harold [illegible]rs

State Highway Commission
Salem, Oregon

Attention: J. W. Cattrall

Dear Sir:

The Grant County Court, by this letter agrees to place surfacing equal to State specifications on the subgrade of the Rush Creek-Granite Creek Section of FBS 556 immediately following completion of F~~A~~S project S-155 (1) as weather permits.

Grant County Court

by O. L. Dickens
County Judge

by
Commissioner

by Clarence E. Holmes
Commissioner

copy to B.P.R.
2/16/54

RECEIVED
[illegible] 15 [illegible]54
ENGINEER
[illegible]IONS

OREGON PROJECT S-155(1)
[illegible]AS HIGHWAY 556

# RESOLUTION

2-11-54

WHEREAS, a County Road in Grant County, State of Oregon, known as the Ritter County Road, is routed through the County of Grant, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Grant County, the section adopted for improvement being more particularly described as follows; to wit:

> **From highway engineer's Survey station 379+27 near Rush Creek easterly to highway engineer's survey station 526+70 at the Pendleton-John Day State Highway, a distance of 2.792 miles.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Department of Commerce, Bureau of Public Roads, ~~Public Roads Administration of the Federal Works Agency of the United States~~ will not participate in the construction of said county road until and unless the said County of Grant will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Grant

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Ritter County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Grant County, Oregon,

this 11 day of Feb., 1954.

By O. L. Dickens
County Judge

By
County Commissioner

By Clarence E. Holmes
County Commissioner

Attest:

John Livera
County Clerk

Form cc-12
Page 2

File

OREGON DISTRICT

S-155(1)

4 [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-155(1), Rush Creek to Granite Section of the Ritter Road in Grant County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all right of way or rights of entry have been acquired.

Please forward the usual copies of County maintenance and encroachment resolutions.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FEB 10 1954
STATE H [illegible]

RECEIVED

FOR FILING

C

S-155(1)

file

February 1, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Item 240, Project S-155(1) of Oregon's 21st Supplemental FAS Program was approved by Acting Commissioner, Bureau of Public Roads, A. C. Clark's January 25, 1954 memorandum, as follows:

> "In accordance with the recommendation contained in your memorandum of January 18, 1954, the addition to the above program of Item 240, Project S-155(1), as decribed in the twenty-first supplemental program submitted with your memorandum of December 21, 1953, is approved effective January 25, 1954.
>
> Program approval of this project was held in abeyance, in accordance with your recommendation, by our memorandum of January 4, 1954, pending additional information to support the high per mile cost for the low traffic to be served. This information has been submitted and you recommend programing the project as originally submitted.
>
> The project provides for grading and drainage only. Program approval is given with the understanding that adequate surfacing will be provided either with or without Federal participation.
>
> The State's letter of December 8, 1953 advised that section 1.6 of the regulations has been complied with regarding the selection of the project."

Please note the condition outlined in paragraph 3 of the Commissioner's memorandum relative ultimate provision of adequate surfacing.

Very truly yours,

C. C. POLK
District Engineer

Original to
Mr. Prahar

RECEIVED
FOR FILING

C

S-155(1)

January 8, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In regard to the reduction in cost of Item 240, Rush Creek-Granite Creek, Project S-155 (1), in Oregon's 21st Supplemental Federal-aid Secondary Highway Program, I submit herein a further explanation of the project, with the results of studies which we are making.

This road has been selected by the county officials of Grant County and the Citizens Advisory Committee as the project first in importance in that County on the county road system. They wish the road to follow the Middle Fork of the John Day River from the crossing of the Pendleton-John Day Highway to Ritter, and eventually from Ritter to Monument, in order to follow the water grade afforded by the Middle Fork and to avoid the snow and ice conditions prevailing through much of the winter months on all the roads now existing in that vicinity. The present road turns off from US395 at the summit of Flowers Gulch at an elevation of 4004 and follows along the mountain ridge until it drops down into Ritter at an elevation of about 2,500.

The standards adopted with respect to width were also requested by the County. They state that they are using this width on all the new construction which they are undertaking and feel that the width should be sufficient to afford a surfacing adequate to carry the traffic, which is composed of heavy loads of logs and lumber, together with the transportation of cattle in large trucks and trailers, as well as baled hay, grain and similar products.

We are working over the project and can effect some savings by eliminating the three-foot ditches called for in the original design. This will reduce the width of the cuts about three feet in sidehill cuts and six feet in through cuts, but the surfacing must be 20 feet wide in order to carry the logging equipment and stock transportation. This road will be the outlet for at least 100 square miles of area and is of great importance for the development of the country. The project estimate was $91,639.90, but the elimination of the ditches and rolling the grade wherever possible will decrease this by $16,000, and there is some thought that it might be possible to get such a favorable bid that a further reduction of about $7,000 might be obtained.

We are one of few western states who have had a material reduction in the unit price of grading quantities during the latter months. Since this reduction is not general throughout the west, we are hesitant to unduly lower our estimates and prefer to carry them at a more conventional figure. Therefore, we feel that $76,000 is a fair estimate for the project as revised, which is $20,000 per mile. This we feel is a reasonable price for a road constructed through a deep gorge and mountain terrain and refer you to the Ritter, Oregon Quadrangle sheet.

While this road may be somewhat ambitious for an ordinary county, we feel that there have been many similar roads built throughout Oregon, and the ultimate development of the community will justify the expense, and we respectfully request that you approve it for contracting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1954

[illegible] 1954

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Division Office letter of transmittal to our Washington Office of Oregon's 21st Supplemental Federal-aid Secondary Highway Program contained the following comment:

> "In the case of Item 240 we recommend deferment. The cost per mile for only 50 cars per day appears excessive. No explanation has been given as to the possible serious nature of the topography through which this route goes which would justify such an expenditure for grading only. The county plans to spend additional funds for surfacing. It appears to this office that the residents of Ritter, at the end of the present FAS route, and to residents beyond that point that a less elaborate improvement might be welcomed so that more miles of all-weather road could be improved for the same money. This appears to be one of those cases where the design has been geared to that used on heavier traveled primary routes. Traffic here is only 50 cars per day and still the subgrade width is proposed for 28 ft. The AASHO standards permit considerably less width than this, and we believe that the local residents would agree to such reduction in standards including not only width, but alignment and sight distance, as is compatible with this extremely low traffic. A restudy of the design resulting in the apparently excessive high cost per mile is indicated here or we should have a complete explanation of why minimum design is so costly."

The two other items of the program were recommended for approval.

Since the Washington Office usually follows Division Office recommendations, we must assume that Item 240, Rush Creek to Granite Creek, Project S-155(1), will not be approved at this time. Consequently, advertising of the project must be deferred.

It is suggested that the design be reviewed to the end of reducing costs. It is our understanding that 16 degree maximum curvature has been used. Sharper curvature as well as a reduction in surfaced width to 20' would meet AASHO recommendations and be acceptable.

If a re-examination of the design indicates no material savings in costs or that disadvantages of the lower standards outweigh advantages of lower costs, then we will accept for transmittal to higher levels a letter (in 3 copies) justifying the project as originally submitted for programing.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

**MEMO:** to J. W. Nash

**DATE:** November 13, 1953

**GRANT COUNTY:** Rush Creek-Granite Creek Section of the Ritter County Road, 2.79 Miles, FAS Route 556. $72,000

The Ritter Road is presently a located line only extending from the community of Ritter along the north bank of the Middle Fork [redacted] [redacted] of the John Day River to the Pendleton-John Day State Highway. The section to be improved is the easterly 2.79 miles. The balance of the road will be completed by the county, using both county and FAS funds, as rapidly as possible.

This location will be on a water grade and will result in a year around access road for the large cattle-raising area in the vicinity of Ritter. The present road is located on the south side of the Middle Fork of the John Day River and, due to extreme vertical and horizontal alinement is impassable during the winter months. The topography is such that improvement of the existing road to usable standards is not possible. The Grant County Court represents that reconstruction of the route along the north bank of the river will result in a saving of one cent per pound in transporting cattle to market.

The proposed improvement is to grade to a subgrade width of 28'. Grant County will place a crushed rock surface on the completed subgrade.

John F. Hagemann
Asst. County-City Relations Engr.

JFH:MM

NOTED
J. F. HAGEMANN

Salem, Oregon
November 2, 1953

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
Harold C. Ayers

The field data for the East Unit, Ritter-Pendleton-John Day Highway Section has been examined and found to be consistent with the project as approved by the Highway Commission and Grant County.

As no federal funds will be available until the 1955 appropriation is made, contracting of this project cannot be accomplished until January, 1954, at the earliest.

When the final engineers' estimate is available, please advise this office if it exceeds $72,000.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. V. G. O'Neil

NOTED
J. F. HAGEMANN

11,556

NOTED
J. W. CATTRALL

February 20, 1953

Grant County Court

Canyon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the addition of the newly located road to Ritter to the Federal Aid Secondary System effective February 3, 1953. This road has been assigned the number FAS 556. Please revise your map showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

ST # 62

FAS 556
Grant

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

**(Sheet 1 of 3 sheets)**
Supplemental Tabulation No. 62

| Road Designation | | | | | | |
|---|---|---|---|---|---|---|
| FAS Road No. | State or Local Road No. | Brief Description of Road and Termini | County | Mileage on State Highway System | Mileage on Local System | Total Length |
| 553 | 0-1 | From FA Route 2 at Miles Crossing, southerly and easterly to FAS 601 at Olney. | Clatsop | -- | 11.80 | 11.80 |
| 554 | 605<br>634<br>0-38 | From FAS 404 and 542, southerly to FAS 398 at Alfalfa. | Crook<br>Deschutes | --<br>-- | 4.25<br>4.00 | 8.25 |
| 555 | 992<br>1032<br>1027<br>962 | From FA Route 4 approximately 2 miles north of Lapine, westerly to the Deschutes National Forest boundary. | Deschutes | -- | 4.00 | 4.00 |
| 556 | New Location | From FA Route 30, westerly along the north side of the Middle Fork of the John Day River to Ritter. | Grant | -- | 7.00 | 7.00 |
| 557 | 585<br>612<br>0-6 | From FA Route 1 approximately 1.3 miles west of Hood River, southerly to a county road junction approximately 0.25 mile east of Rockford. | Hood River | -- | 2.55 | 2.55 |

GRANT COUNTY ROAD DEPARTMENT
CANYON CITY, OREGON

File Grant Co.
FAS 556

Nov. 10, 1952

# REPORT ON AN INDIVIDUAL COUNTY ROAD PROPOSED FOR INCLUSION IN THE F.A.S. SYSTEM

The proposed road, called the Middle Fork Road, is located only. Length of preliminary survey line is 10.77 miles.

Beginning at a point on the north side of the middle fork of the John Day River in the SE¼ of the NE¼ of Section 7, Twp. 8S of R.30 E.W.M. & continuing up the north side of the middle fork through portions of Sections 8, 9, 14, 16, 17, 23, 24, 25 & 30 in Twp. 8S, R. 30 E, and connecting with the Long Creek-Pendleton Highway (U. S. 395) near Highway station 710 plus 00 in the NW¼ of the NE¼ of Section 31, Twp. 8S R. 31E.

The population directly served by this road is 40 families, at Ritter, a sawmill, and intermediate farms.

Logging, Lumbering, and Farming form the economy of the area to be served by this road.

The land along the route of this road is Grassland, by Dept. of Agriculture classification. The opening of this route will make more available the Hot Springs, fishing, and hunting, and also the stands of timber, and a market road for farm produce, as hay, cattle, etc.

There are 34 farms served directly by this road, which will be used mainly for mail, school, and market for farm produce.

There are no bridges in the survey of this road. The population served by this road could not use an alternate route without major inconvenience.

County officials regard this route as one of the principle county roads of the future, inasmuch as it opens a large area heretofore not served by an adequate road. The County's financial condition is such that it can finance its portion of construction and the maintenance of the road, within a reasonable number of years.

RECEIVED
[illegible] 18 1952
ENGINEER

O. L. Dickens
O. L. Dickens, County Judge

# RESOLUTION

WHEREAS, the Federal-aid Road Act of 1916, as amended and supplemented, provides for the selection of and addition to a Federal-aid secondary highway system by the State Highway Commission in cooperation with appropriate local officials and the Commissioner of Public Roads; and,

WHEREAS, under the provisions of the Federal-aid Highway Act of 1950 and under a policy approved by the Oregon State Highway Commission on August 18, 1952, certain specific funds will be available during the fiscal years 1954 and 1955 for expenditure on county roads designated as a part of the said Federal-aid secondary highway system; and,

WHEREAS, to provide latitude in the programming of these said funds the Grant County Court has verbally requested the Oregon State Highway Commission to petition the Commissioner of Public Roads for the addition of the hereinafter described county road or roads to the Federal-aid secondary highway system; and

WHEREAS, it is the desire of the County Court to make said request a matter of official record;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the members of the County Court of Grant County, Oregon sitting for the transaction of county business as follows:

1. That the county road or roads hereinafter enumerated and described be and the same are approved as road or roads to be incorporated in the Federal-aid secondary highway system as provided for in the Federal-aid Road Act of 1916, as amended and supplemented:

   a. A newly located road extending from Ritter easterly along the north side of the Middle Fork of the John Day River to a junction with FA Route 30 (the Pendleton-John Day Highway), a distance of approximately 7 miles. 8.9

   The above described road is shown colored in red on the attached map marked "Exhibit A," and by this reference made a part hereof.

2. That the Oregon State Highway Commission be respectfully requested to submit to the Commissioner of Public Roads for approval the above listed and designated county road or roads.

3. That this resolution be entered in the journal of this Court and a duly certified copy thereof delivered to the Oregon State Highway Commission.

Dated this 3 day of December, 1952.

ATTEST:

[illegible]

County Clerk

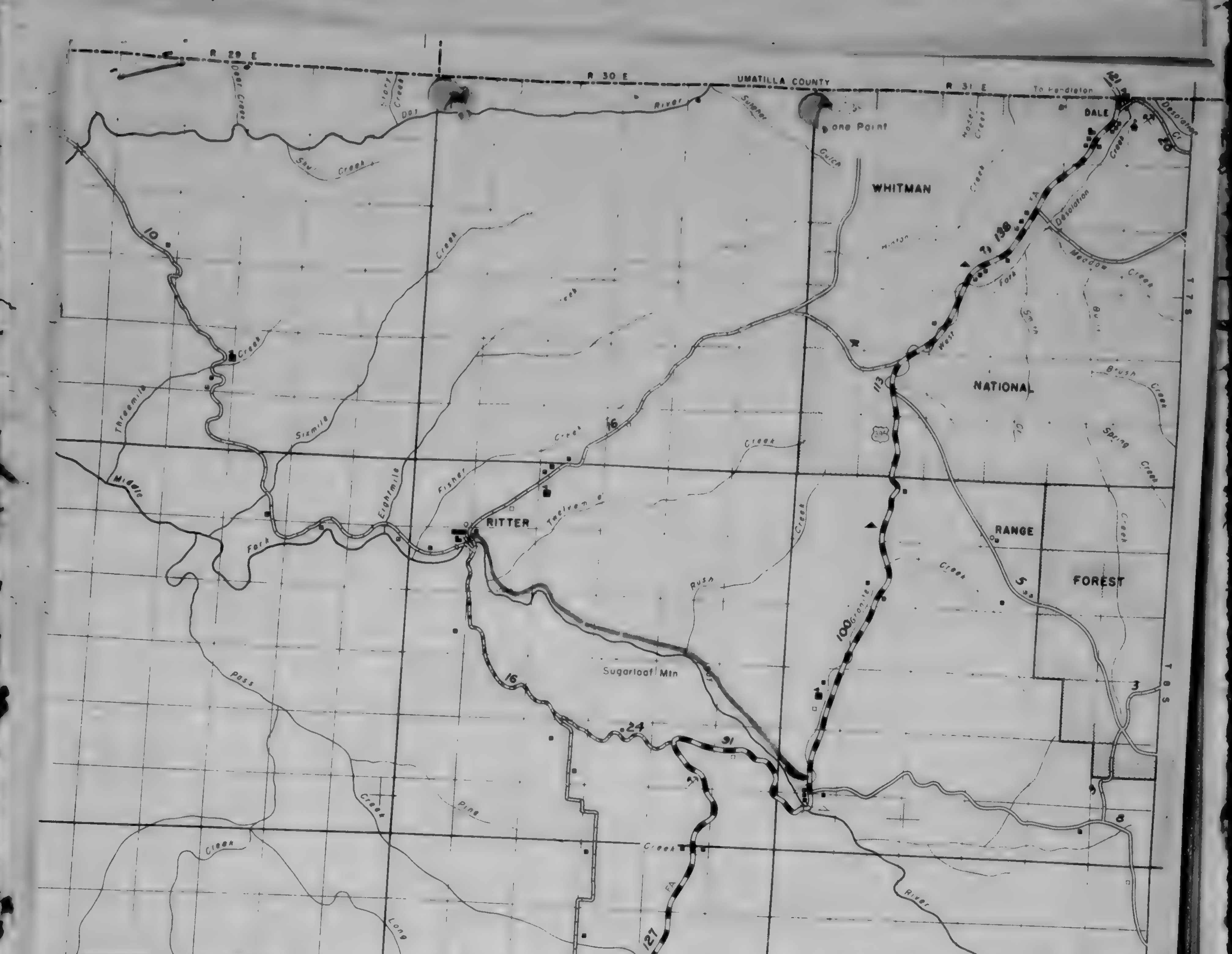
GRANT COUNTY by and through its
County Court

O. L. Dickens
Judge

Dick Schouten
Commissioner

V. W. Damon
Commissioner

**EXHIBIT "A"**


R 29 E
R 30 E
UMATILLA COUNTY
R 31 E
To Pendleton
DALE
Desolation Creek
Lone Point
Sulphur Gulch
WHITMAN
NATIONAL
RANGE
FOREST
T 7 S
T 8 S
T 9 S
T 10 S
Deer Creek
Dry River
Saw Creek
Threemile Creek
Sixmile Creek
Eightmile Creek
Middle Fork
Fisher Creek
Twelvemile Creek
RITTER
Rush Creek
Sugarloaf Mtn
Granite
West Fork
Meadow Creek
Brush Creek
Spring Creek
Pass Creek
Pine Creek
Long Creek
Basin Creek
River
Slide Creek
Paul Creek
South Fork
LONG CREEK
236 Pop
NATIONAL
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91
100
113
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121
127
140
7
22
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103
166
172
67
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3
8

NOTED
Harold C. Ayers

January 30, 1953

Grant County Court

Canyon City, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1955 Federal Aid Secondary funds the project in Grant County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

As presently programmed, this project should be contracted during the first half of 1954.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost prior to award of a contract. This will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

NOTED
J. W. CATTRALL

(1955)
Fas 56

GRANT COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $--
1955 - $72,000

PROPOSED PROJECTS:

1954 - None.

1955 - FAS 556 from the Pendleton-John Day State Highway westerly towards Ritter as far as available funds ($72,000) will permit. This is estimated to be approximately 3 miles. Grading only.

REMARKS: The county has run a preliminary location from the State Highway to Ritter and the data is available for our use. This project is on a new location which the county plans to complete into Ritter, either with future FAS or county funds. The survey should extend over the entire section and the project limits set after grading quantities have been determined. As it appears unlikely that preliminary engineering on this section could be completed before late 1953, this project has been programmed for the second year.

NOTED
J. W. CATTRALL

November 26, 1952

NOTED
Harold C. Ayers

Honorable O. L. Dickens
Grant County Judge
Canyon City, Oregon

Dear Sir:

Enclosed for adoption by the County Court are three copies of a resolution making the verbal request for placing an additional road on the Federal-aid secondary system a matter of official record. On November 25 the Highway Commission approved addition of the road as shown in the resolution, and the proposed addition will now be submitted to the Bureau of Public Roads for its approval.

It would be appreciated if you would adopt the enclosed resolution and return two signed and attested copies to this office as soon as possible.

Also, please fill out and forward the questionnaire left with you by Mr. Hagemann on October 21 as the information contained therein must be used in making the submission to the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:MM
Encl.

[illegible]-124(A) [illegible]kport-[illegible] [illegible] r. [illegible]nit, 1964
F-[illegible]) [illegible] r.-[illegible] r. [illegible] of
[illegible] the [illegible] [illegible]ast [illegible].

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FOR FILING

F-124 (6)
BE-

State: Oregon

Project No.: BF-124(7)

Contract No.: CPR8-1628

## MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 20th day of June, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project BF-124(7), is hereby modified to change the approved estimate of cost to $847,366.38 and the Federal funds set aside to the credit of the project to $525,367.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 19th day of November, 1956.

OREGON STATE HIGHWAY COMMISSION

By: ______
Chairman, State Highway Commission

By: ______
Member, State Highway Commission

By: ______
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:
______
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: ______
Division Engineer
Bureau of Public Roads

Oregon State Highway Department

Federal Aid
Project No. BF-124(7)

## [illegible]-[illegible] CREEK SECTION OF THE
## OREGON COAST HIGHWAY IN CURRY COUNTY

(Revised estimate as a basis for project agreement. Based on final construction quantities at low bid prices and approved price agreements.)

Salem, Oregon, Oct. 19, 1956

Type Code 4201
2 Lane Roadway (Sta. 750+00 to Sta. 750+00 to Sta. 763+00)(Sta. 813+00 to Sta. 943+00)
(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (55%) | $ | $ 16,500.00 |
| 940 cu. yds. | Structural Excavation, Unclassified | 3.00 | 2,820.00 |
| 365,802.1 cu. yds. | General Excavation, Unclassified | 0.34 | 124,372.72 |
| 636,944 yd. sta. | Short Overhaul | 0.01 | 6,369.44 |
| 27,281 C-yd.sta. | Long Overhaul | 0.40 | 10,912.40 |
| 18,529 cu. yds. | Rock Slope Protection | 1.85 | 34,278.65 |
| 2.57 miles | Finishing Roadbed and Slopes | 600.00 | 1,542.00 |
| 1,514 lin. ft. | Rounding Cutbanks | 0.20 | 302.80 |
| 776 lin. ft. | 18-inch Corrugated Metal Pipe | 4.25 | 3,298.00 |
| 192 lin. ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,248.00 |
| 236 lin. ft. | 30-inch Corrugated Metal Pipe | 8.00 | 1,888.00 |
| 111 lin. ft. | 60-inch Corrugated Metal Pipe | 32.50 | 3,607.50 |
| 64 lin. ft. | 84-inch Corrugated Metal Pipe | 50.00 | 3,200.00 |
| 14 lin. ft. | 18-inch Half Circle Corrugated Metal Pipe | 3.50 | 49.00 |
| 1,207 lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 2,414.00 |
| 224 cu. yds. | 3/8" - 0 Backfill in Drains | 6.50 | 1,456.00 |
| 300 lin. ft. | Metal Guard Rail Treated Timber Posts | 3.50 | 1,050.00 |
| 25,523 cu. yds. | 2½" - 0 Rock in Base | 2.35 | 59,979.05 |
| 3,255 cu. yds. | 3/4" - 0 Rock in Base | 2.35 | 7,649.25 |
| 294 M-gals. | Sprinkling | 2.50 | 735.00 |
| 322 cu. yds. | 3/4" - 0 Rock in Binder Course | 4.00 | 1,288.00 |
| 50.71 tons | RC-3 Asphalt in Binder Course | 50.00 | 2,535.50 |
| 6,981.35 tons | Class "B" Asphaltic Concrete | 7.10 | 49,567.58 |
| 851 cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 4,255.00 |
| 50.96 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 2,548.00 |

### Approved Price Agreements

| | | | |
|---|---|---|---|
| PA #2<br>66,157.9 cu. yds. | General Excavation, Unclassified | 0.34 | 22,493.68 |
| PA #4<br>38,292.3 cu. yds. | General Excavation, Unclassified | 0.34 | 13,019.38 |
| PA #8<br>37,058 yd. mi. | Extra Haul on Rock Slope Protection | 0.15 | 5,558.70 |
| PA #10<br>3.28 Bbl. | Cement Adjustment | 5.60 | 18.37 |

|  |  |  |  |
|---|---|---|---|
| PA #14<br>51.98 tons | RS-2 Asphalt in Seal Coat | $50.00 | $ 2,599.00 |
|  | Subtotal |  | $387,555.02 |
|  | 10% Engr. & Cont. |  | 38,755.50 |
|  | Total |  | $426,310.52 |
|  | Length of Roadway | 2.556 Miles |  |
|  | Cost of Roadway Per Mile | $166,788.15 |  |

Type Code 6201
3 Lane Roadway (Sta. 763+00 to Sta. 818+00)(Contract No. 4121)

|  |  |  |  |
|---|---|---|---|
| All Required | Clearing and Grubbing (25%) | $ | $ 7,500.00 |
| 1,317.9 cu. yds. | Structural Excavation, Unclassified | 3.00 | 3,953.70 |
| 261,764.3 cu. yds. | General Excavation, Unclassified | 0.34 | 88,999.86 |
| 1,304,798 yd. sta. | Short Overhaul | 0.01 | 13,047.98 |
| 10,341 C-yd.sta. | Long Overhaul | 0.40 | 4,136.40 |
| 1.04 miles | Finishing Roadbed and Slopes | 600.00 | 624.00 |
| 2,376 lin. ft. | Rounding Cutbanks | 0.20 | 475.20 |
| 577 lin. ft. | 18-inch Corrugated Metal Pipe | 4.25 | 2,452.25 |
| 310 lin. ft. | 30-inch Extra Strength Corrugated Metal Pipe | 10.00 | 3,100.00 |
| 230 lin. ft. | 36-inch Extra Strength Corrugated Metal Pipe | 15.00 | 3,450.00 |
| 30 lin. ft. | 18-inch Half-Circle Corrugated Metal Pipe | 3.50 | 105.00 |
| 28 only | 18-inch Special Corrugated Metal Pipe Section | 100.00 | 2,800.00 |
| 7 only | 24-inch Special Corrugated Metal Pipe Section | 142.00 | 994.00 |
| 1,571 lin. ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 3,142.00 |
| 1,008 lin. ft. | 12-inch Perforated Metal Drain Pipe | 3.40 | 3,427.20 |
| 760 lin. ft. | 3/8" - 0 Backfill in Drains | 6.50 | 4,940.00 |
| 107.18 cu. yds. | Class "A" Concrete | 70.00 | 7,502.60 |
| 17,874 lbs. | Metal Reinforcement | 0.14 | 2,502.36 |
| 1,608 lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 5,628.00 |
| 8,928 cu. yds. | 2½" - 0 Rock in Base | 2.35 | 20,980.80 |
| 1,618 cu. yds. | 3/4" - 0 Rock in Base | 2.35 | 3,802.30 |
| 123 M-gals. | Sprinkling | 2.50 | 307.50 |
| 182 cu. yds. | 3/4" - 0 Rock in Binder Course | 4.00 | 728.00 |
| 26.45 tons | RC-3 Asphalt in Binder Course | 50.00 | 1,322.50 |
| 3,598.005 tons | Class "B" Asphaltic Concrete | 7.10 | 25,545.84 |
| 450 cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 2,250.00 |
| 26.96 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 1,348.00 |
|  | Approved Price Agreements |  |  |
| PA #3<br>57,724.7 cu. yds. | General Excavation, Unclassified | $0.34 | $ 19,626.40 |
| PA #4<br>23,056.3 cu. yds. | General Excavation, Unclassified | 0.34 | 7,839.14 |
| PA #14<br>27.43 tons | RS-2 Asphalt in Seal Coat | 50.00 | 1,371.50 |
|  | Subtotal |  | $243,902.53 |
|  | 10% Engr. & Cont. |  | 24,390.25 |
|  | Total |  | $268,292.78 |

Length of Roadway 1.042 Miles
Cost of Roadway Per Mile $257,478.67

Type Code X021
Frankport Viaduct (Sta. 756+18+68 to Sta. 759+15.5)(Contract No. 4336)

| | | | |
|---|---|---|---|
| 1,342.05 cu. yds. | Structural Excavation | $6.00 | $ 8,052.30 |
| 201.27 cu. yds. | Excavation Below Elevation Shown | 10.00 | 2,012.70 |
| 799.06 cu. yds. | Class "A" Concrete | 67.00 | 53,537.02 |
| 197,449.35 lbs. | Metal Reinforcement | 0.122 | 24,088.82 |
| 53.9 lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 215.60 |
| | | | $ 87,906.44 |

Type Code X021
Euchre Creek Bridge (Sta. 832+83 to Sta. 834+65)(Contract No. 4336)

| | | | |
|---|---|---|---|
| All Required | Shoring, Cribbing, Etc. | $ | $ 7,500.00 |
| 181.56 cu. yds. | Structural Excavation | 7.00 | 1,270.92 |
| 359 lin. ft. | Furnish Treated Timber Piling | 1.50 | 538.50 |
| 2,444.1 lin. ft. | Furnish Untreated Timber Piling | 0.70 | 1,710.87 |
| 9 only | Furnish Composite Piling | 100.00 | 900.00 |
| 8 only | Drive Treated Timber Piles | 50.00 | 400.00 |
| 48 only | Drive Untreated Timber Piles | 35.00 | 1,680.00 |
| 9 only | Drive Composite Piles | 60.00 | 540.00 |
| 373.1 cu. yds. | Class "A" Concrete | 67.00 | 24,997.70 |
| 94,687.9 lbs. | Metal Reinforcement | 0.122 | 11,551.92 |
| 25.8 lin. ft. | 8-inch Metal Drain Pipe | 4.00 | 103.20 |

Approved Price Agreements

| | | | |
|---|---|---|---|
| PA #1<br>32 only | Omit Handrail Brackets | $5.00 | $ 160.00 Cr. |
| PA #2<br>11.90 Bbl. | Cement Adjustment | 5.38 | 64.02 Cr. |
| | | | $ 50,969.09 |
| | Subtotal | | $138,875.53 |
| | 10% Engr. & Cont. | | 13,887.55 |
| | Total | | $152,763.08 |

Length of 2 Structures 0.091 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2 Lane Roadway | $426,310.52 | $264,313.00 | $161,997.52 |
| 3 Lane Roadway | 268,292.78 | 166,341.00 | 101,951.78 |
| Structures | 152,763.08 | 94,713.00 | 58,050.08 |
| | $847,366.38 | $525,367.00 | $321,999.38 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Form PR 2 (Revised 1950)

8 1628

State Oregon

Federal Aid Bond Issue

Project No. BF-124(7)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 6th day of January, 1954, and the sum of four hundred eighty-eight thousand and 00/100 dollars ($488,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**

| Authorized by Chapter | Oregon Laws | Amount | Date of Issue | Beginning Date of Maturities |
|---|---|---|---|---|
| 491 | 1951 | $15,000,000 | Oct. 1, 1951 | Oct. 1, 1952 |
| 491 | 1951 | 15,000,000 | Mar. 1, 1952 | Mar. 1, 1953 |
| 491 | 1951 | 10,000,000 | Mar. 1, 1953 | Mar. 1, 1954 |
| 20 | 1953 | 32,000,000 | Sept. 1, 1953 | Sept. 1, 1954 |

act of legislature by which authorized) … tion of

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 750+00 in the SW 1/4, Section 32, T. 34 S., R. 14 W., W.M., and survey station 943+00 in the NE 1/4, Section 19, T. 35 S., R. 14 W., W.M., without exception,

, length 3.689 miles, in Curry County, being Oregon Federal Aid / Bond Issue project No. BF-124(7), consisting of 3.598 miles of roadway and two bridges, each of more than 20 feet clear span, 0.091 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

VED 195

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred eighty-eight thousand and 00/100 dollars ($488,000.00), which does not exceed the authorized Federal pro rata share of seven hundred eighty-eight thousand, six hundred forty-three and 90/100 dollars ($788,643.90), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
*Division Engineer,*
*Bureau of Public Roads.*

A4.62

U. S. GOVERNMENT PRINTING OFFICE 10—11279-8

1955

Oregon State Highway Department

Federal Aid
Project No. BF-124(7)

## FRANKPORT-GREGGS CREEK SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
2 Lane Roadway (Sta. 750+00 to Sta. 763+00)(Sta. 818+00 to Sta. 943+00)
(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (55%) | $ | $ 16,500.00 |
| 300 cu. yds. | Structural Excavation, Unclassified | 3.00 | 900.00 |
| 5 cu. yds. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 cu. yds. | General Excavation, Unclassified | 0.34 | 122,570.00 |
| 1,139,200 yd. sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 C-yd.sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 cu. yds. | Rock Slope Protection | 1.85 | 27,750.00 |
| 2.58 miles | Finishing Roadbed and Slopes | 600.00 | 1,548.00 |
| 7,700 lin. ft. | Rounding Cutbanks | 0.20 | 1,540.00 |
| 350 lin. ft. | 18-Inch Corrugated Metal Pipe | 4.25 | 1,487.50 |
| 290 lin. ft. | 24-Inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 lin. ft. | 30-Inch Corrugated Metal Pipe | 8.00 | 1,360.00 |
| 70 lin. ft. | 60-Inch Corrugated Metal Pipe | 32.50 | 2,275.00 |
| 90 lin. ft. | 84-Inch Corrugated Metal Pipe | 50.00 | 4,500.00 |
| 590 lin. ft. | 6-Inch Perforated Metal Drain Pipe | 2.00 | 1,180.00 |
| 50 cu. yds. | 3/8" - 0 Backfill in Drains | 6.50 | 325.00 |
| 200 lin. ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 200 lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 700.00 |
| 22,200 cu. yds. | 2½" - 0 Rock in Base | 2.35 | 52,170.00 |
| 3,400 cu. yds. | 3/4" - 0 Rock in Base | 2.35 | 7,990.00 |
| 640 M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 cu. yds. | 3/4" - 0 Rock in Binder Course | 4.00 | 1,440.00 |
| 55 tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 tons | Class "B" Asphaltic Concrete | 7.10 | 46,860.00 |
| 950 cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 4,000.00 |
| 25 tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 1,375.00 |
| | Subtotal | | $341,582.50 |
| | 10% Engr. & Cont. | | 34,158.25 |
| | Total | | $375,740.75 |

| | |
|---|---|
| Length of Roadway | 2.556 Miles |
| Cost of Roadway Per Mile | $146,088.93 |

Type Code 6201
3 Lane Roadway (Sta. 763+00 to Sta. 818+00)(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (25%) | $ | $ 7,500.00 |
| 1,060 cu. yds. | Structural Excavation, Unclassified | 3.00 | 3,180.00 |

| | | | | |
|---|---|---|---|---|
| 5 | cu. yds. | Trench Excavation, Unclassified | $ 3.00 | $ 15.00 |
| 262,000 | cu. yds. | General Excavation, Unclassified | 0.34 | 89,080.00 |
| 929,800 | yd. sta. | Short Overhaul | 0.01 | 9,298.00 |
| 8,960 | C-yd.sta. | Long Overhaul | 0.40 | 3,584.00 |
| 1.04 | miles | Finishing Roadbed and Slopes | 600.00 | 624.00 |
| 2,500 | lin. ft. | Rounding Cutbanks | 0.20 | 500.00 |
| 450 | lin. ft. | 18-Inch Corrugated Metal Pipe | 4.25 | 1,912.50 |
| 340 | lin. ft. | 30-Inch Extra Strength Corrugated Metal Pipe | 10.00 | 3,400.00 |
| 290 | lin. ft. | 36-Inch Extra Strength Corrugated Metal Pipe | 15.00 | 4,350.00 |
| 120 | lin. ft. | 18-Inch Half-Circle Corrugated Metal Pipe | 3.50 | 420.00 |
| 15 | only | 18-Inch Special Corrugated Metal Pipe Sections | 100.00 | 1,500.00 |
| 13 | only | 24-Inch Special Corrugated Metal Pipe Sections | 142.00 | 1,846.00 |
| 2,710 | lin. ft. | 6-Inch Perforated Metal Drain Pipe | 2.00 | 5,420.00 |
| 1,080 | lin. ft. | 12-Inch Perforated Metal Drain Pipe | 3.40 | 3,672.00 |
| 410 | cu. yds. | 3/8" - 0 Backfill in Drains | 6.50 | 2,665.00 |
| 104 | cu. yds. | Class "A" Concrete | 70.00 | 7,280.00 |
| 15,900 | lbs. | Metal Reinforcement | 0.14 | 2,226.00 |
| 30 | only | Corrugated Metal Sight Posts | 3.50 | 105.00 |
| 1,700 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 1,700 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 5,950.00 |
| 12,600 | cu. yds. | $2\frac{1}{2}$" - 0 Rock in Base | 2.35 | 29,610.00 |
| 1,900 | cu. yds. | 3/4" - 0 Rock in Base | 2.35 | 4,465.00 |
| 400 | M-gal. | Sprinkling | 2.50 | 1,000.00 |
| 220 | cu. yds. | 3/4" - 0 Rock in Binder Course | 4.00 | 880.00 |
| 35 | tons | RC-3 Asphalt in Binder Course | 50.00 | 1,750.00 |
| 4,200 | tons | Class "B" Asphaltic Concrete | 7.10 | 29,820.00 |
| 450 | cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 2,250.00 |
| 30 | tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 1,500.00 |
| 10 | tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 550.00 |
| | | Subtotal | | $226,352.50 |
| | | 10% Engr. & Cont. | | 22,635.25 |
| | | Total | | $248,987.75 |

Length of Roadway 1.042 Mile
Cost of Roadway Per Mile $238,951.77

**Type Code X021**
**Frankport Viaduct** (Sta. 756+18.68 to Sta. 759+15.5) (Contract No. 4336)

| | | | | |
|---|---|---|---|---|
| 1,330 | cu. yds. | Structural Excavation | $ 6.00 | $ 7,980.00 |
| 130 | cu. yds. | Excavation Below Elevation Shown | 10.00 | 1,300.00 |
| 900 | cu. yds. | Class "A" Concrete | 67.00 | 60,300.00 |
| 207,000 | lbs. | Metal Reinforcement | 0.122 | 25,254.00 |
| 40 | lin. ft. | 8-Inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | | $ 94,994.00 |

Type Code X021
Euchre Creek Bridge (Sta. 832+83 to Sta. 834+65)(Contract No. 4336)

| | | | |
|---|---|---|---|
| All Required | Shoring, Cribbing Etc. | $ | $ 7,500.00 |
| 220 cu. yds. | Structural Excavation | 7.00 | 1,540.00 |
| 20 cu. yds. | Excavation Below Elevation Shown | 7.00 | 140.00 |
| 380 lin. ft. | Furnish Treated Timber Piling | 1.50 | 570.00 |
| 2,500 lin. ft. | Furnish Untreated Timber Piling | 0.70 | 1,750.00 |
| 8 only | Furnish Composite Piling | 100.00 | 800.00 |
| 8 only | Drive Treated Timber Piles | 50.00 | 400.00 |
| 48 only | Drive Untreated Timber Piles | 35.00 | 1,680.00 |
| 8 only | Drive Composite Piles | 60.00 | 480.00 |
| 400 cu. yds. | Class "A" Concrete | 67.00 | 26,800.00 |
| 100,000 lbs. | Metal Reinforcement | 0.122 | 12,200.00 |
| 50 lin. ft. | 8-Inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | $ 54,020.00 |

| | |
|---|---|
| Subtotal | $149,014.00 |
| 10% Engr. & Cont. | 14,901.40 |
| Total | $163,915.40 |

Length of 2 Structures 0.091 Mile

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2 Lane Roadway | $375,740.75 | $232,502.00 | $143,238.75 |
| 3 Lane Roadway | 248,987.75 | 154,070.00 | 94,917.75 |
| Structures | 163,915.40 | 101,428.00 | 62,487.40 |
| | $788,643.90 | $488,000.00 | $300,643.90 |

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. HF-124 (7)

## FRANKPORT-GREGGS CREEK SECTION
## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, January 7, 1954

Type Code 6201
2-Lane Roadway (Sta. 750+00 to Sta. 763+00) (Sta. 818+00 to Sta. 943+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (55%) | | $ 13,750.00 |
| 300 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 900.00 |
| 5 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 | cu. yds. | General Excavation, Unclassified | 0.43 | 155,015.00 |
| 1,139,200 | yd. sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 | C-yd. sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 | cu. yds. | Rock Slope Protection | 3.00 | 45,000.00 |
| 2.58 | mi. | Finishing Roadbed and Slopes | 800.00 | 2,064.00 |
| 7,700 | lin. ft. | Rounding Cutbanks | 0.15 | 1,155.00 |
| 350 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 1,575.00 |
| 290 | lin. ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 | lin. ft. | 30-inch Corrugated Metal Pipe | 7.75 | 1,317.50 |
| 70 | lin. ft. | 60-inch Corrugated Metal Pipe | 30.00 | 2,100.00 |
| 90 | lin. ft. | 84-inch Corrugated Metal Pipe | 52.00 | 4,680.00 |
| 590 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.90 | 1,121.00 |
| 50 | cu. yds. | 3/8" - 0 Backfill in Drains | 6.00 | 300.00 |
| 200 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 600.00 |
| 200 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 22,200 | cu. yds. | 2½" - 0 Rock in Base | 2.30 | 51,060.00 |
| 3,400 | cu. yds. | 3/4" - 0 Rock in Base | 2.75 | 9,350.00 |
| 640 | M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 | cu. yds. | 3/4" - 0 Rock in Binder Course | 4.50 | 1,620.00 |
| 55 | tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 | tons | Class "B" Asphaltic Concrete | 7.00 | 46,200.00 |
| 950 | cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 | tons | 150-200 Asphalt in Shoulder Oiling | 47.00 | 3,760.00 |
| 25 | tons | RS-1 Asphalt in Shoulder Oiling | 50.00 | 1,250.00 |
| | | | Subtotal | $387,929.50 |
| | | | 10% Engr. & Cont. | 38,792.95 |
| | | | Total | $426,722.45 |

Federal Aid Project
No. RF-124 (7)

Oregon State Highway Department

## FRANKPORT-GREGGS CREEK SECTION

## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, January 7, 1954

Type Code 6201
2-Lane Roadway (Sta. 750+00 to Sta. 763+00) (Sta. 818+00 to Sta. 943+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (55%) | | $ 13,750.00 |
| 300 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 900.00 |
| 5 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 | cu. yds. | General Excavation, Unclassified | 0.43 | 155,015.00 |
| 1,139,200 | yd. sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 | C-yd. sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 | cu. yds. | Rock Slope Protection | 3.00 | 45,000.00 |
| 2.58 | mi. | Finishing Roadbed and Slopes | 800.00 | 2,064.00 |
| 7,700 | lin. ft. | Rounding Cutbanks | 0.15 | 1,155.00 |
| 350 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 1,575.00 |
| 290 | lin. ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 | lin. ft. | 30-inch Corrugated Metal Pipe | 7.75 | 1,317.50 |
| 70 | lin. ft. | 60-inch Corrugated Metal Pipe | 30.00 | 2,100.00 |
| 90 | lin. ft. | 84-inch Corrugated Metal Pipe | 52.00 | 4,680.00 |
| 590 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.90 | 1,121.00 |
| 50 | cu. yds. | 3/8" - 0 Backfill in Drains | 6.00 | 300.00 |
| 200 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 600.00 |
| 200 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 22,200 | cu. yds. | 2½" - 0 Rock in Base | 2.30 | 51,060.00 |
| 3,400 | cu. yds. | 3/4" - 0 Rock in Base | 2.75 | 9,350.00 |
| 640 | M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 | cu. yds. | 3/4" - 0 Rock in Binder Course | 4.50 | 1,620.00 |
| 55 | tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 | tons | Class "B" Asphaltic Concrete | 7.00 | 46,200.00 |
| 950 | cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 | tons | 150-200 Asphalt in Shoulder Oiling | 47.00 | 3,760.00 |
| 25 | tons | RS-1 Asphalt in Shoulder Oiling | 50.00 | 1,250.00 |
| | | | Subtotal | $387,929.50 |
| | | | 10% Engr. & Cont. | 38,792.95 |
| | | | Total | $426,722.45 |

| | |
|---|---|
| Length of Roadway | 2.575 Miles |
| Length of Structures (2) | 0.072 Mile |
| Total Length | 2.647 Miles |
| Cost of Roadway per Mile | $165,717.45 |

**Type Code 6201**
**2-Lane Roadway** (Sta. 763+00 to Sta. 818+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (25%) | | $ 6,250.00 |
| 1,060 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 3,180.00 |
| 5 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 262,000 | cu. yds. | General Excavation, Unclassified | 0.43 | 112,660.00 |
| 929,800 | yd. sta. | Short Overhaul | 0.01 | 9,298.00 |
| 8,960 | C-yd. sta. | Long Overhaul | 0.40 | 3,584.00 |
| 1.04 | mi. | Finishing Roadbed and Slopes | 800.00 | 832.00 |
| 2,500 | lin. ft. | Rounding Cutbanks | 0.15 | 375.00 |
| 450 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 2,025.00 |
| 340 | lin. ft. | 30-inch Extra Strength Corrugated Metal Pipe | 9.50 | 3,230.00 |
| 290 | lin. ft. | 36-inch Extra Strength Corrugated Metal Pipe | 14.00 | 4,060.00 |
| 120 | lin. ft. | 18-inch Half-Circle Corrugated Metal Pipe | 4.00 | 480.00 |
| 15 | only | 18-inch Special Corrugated Metal Pipe Sections | 100.00 | 1,500.00 |
| 13 | only | 24-inch Special Corrugated Metal Pipe Sections | 175.00 | 2,275.00 |
| 2,710 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.90 | 5,149.00 |
| 1,080 | lin. ft. | 12-inch Perforated Metal Drain Pipe | 3.40 | 3,672.00 |
| 410 | cu. yds. | 3/8" - 0 Backfill in Drains | 6.00 | 2,460.00 |
| 104 | cu. yds. | Class "A" Concrete | 70.00 | 7,280.00 |
| 15,900 | lbs. | Metal Reinforcement | 0.13 | 2,067.00 |
| 30 | only | Corrugated Metal Sight Posts | 3.50 | 105.00 |
| 1,700 | lin. ft. | Metal Guard Rail, Concrete or Metal Posts | 3.00 | 5,100.00 |
| 1,700 | lin. ft. | Metal Guard Rail, Treated Timber Posts | 3.00 | (Alternate) |
| 12,600 | cu. yds. | 2½" - 0 Rock in Base | 2.30 | 28,980.00 |
| 1,900 | cu. yds. | 3/4" - 0 Rock in Base | 2.75 | 5,225.00 |
| 400 | M-gal. | Sprinkling | 2.50 | 1,000.00 |
| 220 | cu. yds. | 3/4" - 0 Rock in Binder Course | 4.50 | 990.00 |
| 35 | tons | RC-3 Asphalt in Binder Course | 50.00 | 1,750.00 |
| 4,200 | tons | Class "B" Asphaltic Concrete | 7.00 | 29,400.00 |
| 450 | cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 2,250.00 |
| 30 | tons | 150-200 Asphalt in Shoulder Oiling | 47.00 | 1,410.00 |
| 10 | tons | RS-1 Asphalt in Shoulder Oiling | 50.00 | 500.00 |
| | | | Subtotal | $247,102.00 |
| | | | 10% Engr. & Cont. | 24,710.20 |
| | | | Total | $271,812.20 |

| | |
|---|---|
| Length of Roadway | 1.042 Miles |
| Cost of Roadway per Mile | $260,256.23 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-Lane Roadway | $426,722.45 | $264,512.00 | $162,210.45 |
| 3-Lane Roadway | 271,812.20 | 168,488.00 | 103,324.20 |
| | $698,534.65 | $433,000.00 | $265,534.65 |

Oregon State Highway Department

Federal Aid Project
No. BF-124(7)

## FRANKPORT-GREGGS CREEK SECTION

## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1955

Type Code 6201
2-Lane Roadway (Sta. 750+00 to Sta. 763+00)(Sta. 818+00 to Sta. 943+00)
(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (55%) | | $ 16,500.00 |
| 300 cu.yd. | Structural Excavation, Unclassified | 3.00 | 900.00 |
| 5 cu.yd. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 cu.yd. | General Excavation, Unclassified | 0.34 | 122,570.00 |
| 1,139,200 yd.sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 C-yd.sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 cu.yd. | Rock Slope Protection | 1.85 | 27,750.00 |
| 2.58 miles | Finishing Roadbed and Slopes | 600.00 | 1,548.00 |
| 7,700 lin.ft. | Rounding Cutbanks | 0.20 | 1,540.00 |
| 350 lin.ft. | 18-inch Corrugated Metal Pipe | 4.25 | 1,487.50 |
| 290 lin.ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 lin.ft. | 30-inch Corrugated Metal Pipe | 8.00 | 1,360.00 |
| 70 lin.ft. | 60-inch Corrugated Metal Pipe | 32.50 | 2,275.00 |
| 90 lin.ft. | 84-inch Corrugated Metal Pipe | 50.00 | 4,500.00 |
| 590 lin.ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 1,180.00 |
| 50 cu.yd. | 3/8" - 0 Backfill in Drains | 6.50 | 325.00 |
| 200 lin.ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 200 lin.ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 700.00 |
| 22,200 cu.yd. | 2½" - 0 Rock in Base | 2.35 | 52,170.00 |
| 3,400 cu.yd. | 3/4" - 0 Rock in Base | 2.35 | 7,990.00 |
| 640 M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 cu.yd. | 3/4" - 0 Rock in Binder Course | 4.00 | 1,440.00 |
| 55 tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 tons | Class "B" Asphaltic Concrete | 7.10 | 46,860.00 |
| 950 cu.yd. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 4,000.00 |
| 25 tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 1,375.00 |
| | Subtotal | | $341,582.50 |
| | 10% Engr. & Cont. | | 34,158.25 |
| | Total | | $375,740.75 |

Length of Roadway 2.556 ~~2.572~~ miles
Cost of Roadway per mile ~~$146,088.93~~
147,00342

Type Code X021

759+15.5

Frankport Viaduct (Sta. 756+18.68 to Sta. 758+32.68)

| | | | |
|---|---|---|---|
| 1,330 cu.yd. | Structural Excavation | $ 10.00 | $ 13,300.00 |
| 130 cu.yd. | Excavation Below Elevation Shown | 15.00 | 1,950.00 |
| 900 cu.yd. | Class "A" Concrete | 70.00 | 63,000.00 |
| 207,000 lbs. | Metal Reinforcement | 0.12 | 24,840.00 |
| 40 lin.ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | $103,250.00 |

Type Code X021

Euchre Creek Bridge (Sta. 832+33 to Sta. 834+65)

| | | | |
|---|---|---|---|
| All Required | Shoring, Cribbing Etc. | | $ 2,700.00 |
| 220 cu.yd. | Structural Excavation | 10.00 | 2,200.00 |
| 20 cu.yd. | Excavation Below Elevation Shown | 15.00 | 300.00 |
| 380 lin.ft. | Furnish Treated Timber Piling | 1.50 | 570.00 |
| 2,500 lin.ft. | Furnish Untreated Timber Piling | 1.00 | 2,500.00 |
| 8 only | Furnish Composite Piling | 120.00 | 960.00 |
| 8 only | Drive Treated Timber Piles | 85.00 | 680.00 |
| 48 only | Drive Untreated Timber Piles | 80.00 | 3,840.00 |
| 8 only | Drive Composite Piles | 90.00 | 720.00 |
| 400 cu.yd. | Class "A" Concrete | 75.00 | 30,000.00 |
| 100,000 lbs. | Metal Reinforcement | 0.12 | 12,000.00 |
| 40 lin.ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | $ 56,630.00 |
| | Subtotal | | $159,880.00 |
| | 10% Engr. & Cont. | | 15,988.00 |
| | Total | | $175,868.00 |

Length of 2 Structures ~~0.075~~ 0.091 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-lane Roadway | $375,740.75 | $232,786.00 | $142,954.75 |
| 3-lane Roadway | 248,987.75 | 154,257.00 | 94,730.75 |
| Structures | 175,868.00 | 108,957.00 | 66,911.00 |
| | $800,596.50 | $496,000.00 | $304,596.50 |

Oregon State Highway Department

Federal Aid Project
No. BF-124 (7)

## FRANKPORT-GREGGS CREEK SECTION
## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1955

Type Code 6201
2-lane Roadway (Sta. 750+00 to Sta. 763+00)(Sta. 818+00 to Sta. 943+00)
(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (55%) | | $ 16,500.00 |
| 300 cu.yd. | Structural Excavation, Unclassified | 3.00 | 900.00 |
| 5 cu.yd. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 cu.yd. | General Excavation, Unclassified | 0.34 | 122,570.00 |
| 1,139,200 yd.sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 C-yd.sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 cu.yd. | Rock Slope Protection | 1.85 | 27,750.00 |
| 2.58 miles | Finishing Roadbed and Slopes | 600.00 | 1,548.00 |
| 7,700 lin.ft. | Rounding Cutbanks | 0.20 | 1,540.00 |
| 350 lin.ft. | 18-inch Corrugated Metal Pipe | 4.25 | 1,487.50 |
| 290 lin.ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 lin.ft. | 30-inch Corrugated Metal Pipe | 8.00 | 1,360.00 |
| 70 lin.ft. | 60-inch Corrugated Metal Pipe | 32.50 | 2,275.00 |
| 90 lin.ft. | 84-inch Corrugated Metal Pipe | 50.00 | 4,500.00 |
| 590 lin.ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 1,180.00 |
| 50 cu.yd. | 3/8" - 0 Backfill in Drains | 6.50 | 325.00 |
| 200 lin.ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 200 lin.ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 700.00 |
| 22,200 cu.yd. | 2½" - 0 Rock in Base | 2.35 | 52,170.00 |
| 3,400 cu.yd. | 3/4" - 0 Rock in Base | 2.35 | 7,990.00 |
| 640 M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 cu.yd. | 3/4" - 0 Rock in Binder Course | 4.00 | 1,440.00 |
| 55 tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 tons | Class "B" Asphaltic Concrete | 7.10 | 46,860.00 |
| 950 cu.yd. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 4,000.00 |
| 25 tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 1,375.00 |
| | Subtotal | | $341,582.50 |
| | 10% Engr. & Cont. | | 34,158.25 |
| | Total | | $375,740.75 |

Length of Roadway 2.556 miles
Cost of Roadway per mile $147,003.42

Oregon State Highway Department

Federal Aid Project
No. BF-124 (7)

## FRANKPORT-GREGGS CREEK SECTION

## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1935

Type Code 6201
2-lane Roadway (Sta. 750+00 to Sta. 763+00)(Sta. 818+00 to Sta. 943+00)
(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (55%) | | $ 16,500.00 |
| 300 cu.yd. | Structural Excavation, Unclassified | 3.00 | 900.00 |
| 5 cu.yd. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 360,500 cu.yd. | General Excavation, Unclassified | 0.34 | 122,570.00 |
| 1,139,200 yd.sta. | Short Overhaul | 0.01 | 11,392.00 |
| 56,800 C-yd.sta. | Long Overhaul | 0.40 | 22,720.00 |
| 15,000 cu.yd. | Rock Slope Protection | 1.85 | 27,750.00 |
| 2.58 miles | Finishing Roadbed and Slopes | 600.00 | 1,548.00 |
| 7,700 lin.ft. | Rounding Cutbanks | 0.20 | 1,540.00 |
| 350 lin.ft. | 18-inch Corrugated Metal Pipe | 4.25 | 1,487.50 |
| 290 lin.ft. | 24-inch Corrugated Metal Pipe | 6.50 | 1,885.00 |
| 170 lin.ft. | 30-inch Corrugated Metal Pipe | 8.00 | 1,360.00 |
| 70 lin.ft. | 60-inch Corrugated Metal Pipe | 32.50 | 2,275.00 |
| 90 lin.ft. | 84-inch Corrugated Metal Pipe | 50.00 | 4,500.00 |
| 590 lin.ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 1,180.00 |
| 50 cu.yd. | 3/8" - 0 Backfill in Drains | 6.50 | 325.00 |
| 200 lin.ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 200 lin.ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 700.00 |
| 22,200 cu.yd. | 2½" - 0 Rock in Base | 2.35 | 52,170.00 |
| 3,400 cu.yd. | 3/4" - 0 Rock in Base | 2.35 | 7,990.00 |
| 640 M-gal. | Sprinkling | 2.50 | 1,600.00 |
| 360 cu.yd. | 3/4" - 0 Rock in Binder Course | 4.00 | 1,440.00 |
| 55 tons | RC-3 Asphalt in Binder Course | 50.00 | 2,750.00 |
| 6,600 tons | Class "B" Asphaltic Concrete | 7.10 | 46,860.00 |
| 950 cu.yd. | Aggregate in Shoulder Oiling | 5.00 | 4,750.00 |
| 80 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 4,000.00 |
| 25 tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 1,375.00 |
| | Subtotal | | $341,582.50 |
| | 10% Engr. & Cont. | | 34,158.25 |
| | Total | | $375,740.75 |

| | |
|---|---|
| Length of Roadway | 2.556 miles |
| Cost of Roadway per mile | $147,003.42 |

Type Code 6201
3-Lane Roadway (Sta. 763+00 to Sta. 818+00)(Contract No. 4121)

| | | | |
|---|---|---|---|
| All Required | Clearing and Grubbing (25%) | | $ 7,500.00 |
| 1,060 cu.yd. | Structural Excavation, Unclassified | 3.00 | 3,180.00 |
| 5 cu.yd. | Trench Excavation, Unclassified | 3.00 | 15.00 |
| 262,000 cu.yd. | General Excavation, Unclassified | 0.34 | 89,080.00 |
| 929,800 yd.sta. | Short Overhaul | 0.01 | 9,298.00 |
| 8,960 C-yd.sta. | Long Overhaul | 0.40 | 3,584.00 |
| 1.04 miles | Finishing Roadbed and Slopes | 600.00 | 624.00 |
| 2,500 lin.ft. | Rounding Cutbanks | 0.20 | 500.00 |
| 450 lin.ft. | 18-inch Corrugated Metal Pipe | 4.25 | 1,912.50 |
| 340 lin.ft. | 30-inch Extra Strength Corrugated Metal Pipe | 10.00 | 3,400.00 |
| 290 lin.ft. | 36-inch Extra Strength Corrugated Metal Pipe | 15.00 | 4,350.00 |
| 120 lin.ft. | 18-inch Half Circle Corrugated Metal Pipe | 3.50 | 420.00 |
| 15 only | 18-inch Special Corrugated Metal Pipe Sections | 100.00 | 1,500.00 |
| 13 only | 24-inch Special Corrugated Metal Pipe Sections | 142.00 | 1,846.00 |
| 2,710 lin.ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 5,420.00 |
| 1,080 lin.ft. | 12-inch Perforated Metal Drain Pipe | 3.40 | 3,672.00 |
| 410 cu.yd. | 3/8" - 0 Backfill in Drains | 6.50 | 2,665.00 |
| 104 cu.yd. | Class "A" Concrete | 70.00 | 7,280.00 |
| 15,900 lbs. | Metal Reinforcement | 0.14 | 2,226.00 |
| 30 only | Corrugated Metal Sight Posts | 3.50 | 105.00 |
| 1,700 lin.ft. | Metal Guard Rail, Concrete or Metal Posts | | Alternate |
| 1,700 lin.ft. | Metal Guard Rail, Treated Timber Posts | 3.50 | 5,950.00 |
| 12,600 cu.yd. | 2½" - 0 Rock in Base | 2.35 | 29,610.00 |
| 1,900 cu.yd. | 3/4" - 0 Rock in Base | 2.35 | 4,465.00 |
| 400 M-gal. | Sprinkling | 2.50 | 1,000.00 |
| 220 cu.yd. | 3/4" - 0 Rock in Binder Course | 4.00 | 880.00 |
| 35 tons | RC-3 Asphalt in Binder Course | 50.00 | 1,750.00 |
| 4,200 tons | Class "B" Asphaltic Concrete | 7.10 | 29,820.00 |
| 450 cu.yd. | Aggregate in Shoulder Oiling | 5.00 | 2,250.00 |
| 30 tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 1,500.00 |
| 10 tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 550.00 |
| | Subtotal | | $226,352.50 |
| | 10% Engr. & Cont. | | 22,635.25 |
| | Total | | $248,987.75 |

Length of Roadway 1.042 miles
Cost of Roadway per mile $238,951.77

**Type Code X021**
**Frankport Viaduct (Sta. 756+18.68 to Sta. 759+15.5)**

| | | | |
|---|---|---|---|
| 1,330 cu.yd. | Structural Excavation | $ 10.00 | $ 13,300.00 |
| 130 cu.yd. | Excavation Below Elevation Shown | 15.00 | 1,950.00 |
| 900 cu.yd. | Class "A" Concrete | 70.00 | 63,000.00 |
| 207,000 lbs. | Metal Reinforcement | 0.12 | 24,840.00 |
| 40 lin.ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | $103,250.00 |

**Type Code X021**
**Euchre Creek Bridge (Sta. 832+63 to Sta. 834+65)**

| | | | |
|---|---|---|---|
| All Required | Shoring, Cribbing Etc. | | $ 2,700.00 |
| 220 cu.yd. | Structural Excavation | 10.00 | 2,200.00 |
| 20 cu.yd. | Excavation Below Elevation Shown | 15.00 | 300.00 |
| 380 lin.ft. | Furnish Treated Timber Piling | 1.50 | 570.00 |
| 2,500 lin.ft. | Furnish Untreated Timber Piling | 1.00 | 2,500.00 |
| 8 only | Furnish Composite Piling | 120.00 | 960.00 |
| 8 only | Drive Treated Timber Piles | 85.00 | 680.00 |
| 48 only | Drive Untreated Timber Piles | 80.00 | 3,840.00 |
| 8 only | Drive Composite Piles | 90.00 | 720.00 |
| 400 cu.yd. | Class "A" Concrete | 75.00 | 30,000.00 |
| 100,000 lbs. | Metal Reinforcement | 0.12 | 12,000.00 |
| 40 lin.ft. | 8-inch Metal Drain Pipe | 4.00 | 160.00 |
| | | | $ 56,630.00 |
| | Subtotal | | $159,880.00 |
| | 10% Engr. & Cont. | | 15,988.00 |
| | Total | | $175,868.00 |

Length of 2 Structures 0.091 mile

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| 2-lane Roadway | $375,740.75 | $232,786.00 | $142,954.75 |
| 3-lane Roadway | 248,987.75 | 154,257.00 | 94,730.75 |
| Structures | 175,868.00 | 108,957.00 | 66,911.00 |
| | $800,596.50 | $496,000.00 | $304,596.50 |

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FOR FILING

December 22, 1955

FINAL COST ANALYSIS
Grading and Paving

Frankport-Greggs Creek — Oregon Coast Highway
Contract No. 4121 — F. H. Slate Co. Ore. Ltd. & E.C.Hall Co. Prefix No. 8-1013-201(41)
A. Barnhart, Resident Engineer

4121

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $19,546.71 | $30,000.00 | $ 9,546.71 | $ 30,000.00 |
| Struc. Excav., Unclass. | 3777.6 | C.Y. | 2.61 | 3.00 | 9,857.09 | 11,332.80 |
| General excav., Unclass. | 936,661.8 | C.Y. | 0.244 | 0.34 | 228,592.51 | 318,458.42 |
| Short Overhaul | 2,376,217 | Yd.Sta. | 0.007 | 0.01 | 17,056.35 | 23,762.17 |
| Long Overhaul | 38,247 | C-Yd.Sta. | 0.287 | 0.40 | 10,981.43 | 15,298.80 |
| Rock Slope Protection | 18,529 | C.Y. | 1.59 | 1.85 | 29,452.31 | 34,278.65 |
| Finish R/P and Slopes | 4.84 | Mile | 522.10 | 600.00 | 2,526.95 | 2,904.00 |
| Rounding Cutbanks | 8500 | L.F. | 0.16 | 0.20 | 1,392.39 | 1,700.00 |
| 18" C.M.P. | 2104 | L.F. | 4.04 | 4.25 | 8,518.91 | 8,942.00 |
| 24" C.M.P. | 192 | L.F. | 5.99 | 6.50 | 1,151.58 | 1,248.00 |
| 30" C.M.P. | 236 | L.F. | 7.15 | 8.00 | 1,689.52 | 1,888.00 |
| 30" Ext. Str. C.M.P. | 310 | L.F. | 8.96 | 10.00 | 2,779.91 | 3,100.00 |
| 36" C.M.P. | 202 | L.F. | 11.28 | 12.50 | 2,278.58 | 2,525.00 |
| 36" Ext. Str. C.M.P. | 230 | L.F. | 13.78 | 15.00 | 3,169.24 | 3,450.00 |
| 60" C.M.P. | 111 | L.F. | 30.19 | 32.50 | 3,351.10 | 3,607.50 |
| 84" C.M.P. | 64 | L.F. | 46.00 | 50.00 | 2,944.19 | 3,200.00 |
| 18" Half Round C.M.P. | 44 | L.F. | 3.18 | 3.50 | 139.91 | 154.00 |
| 18" Spec. C.M.P. Sect. | 28 | Each | 91.71 | 100.00 | 2,567.82 | 2,800.00 |
| 24" Spec. C.M.P. Sect. | 7 | Each | 140.80 | 142.00 | 985.64 | 994.00 |
| 6" Perf. Metal Drainpipe, coated | 7076 | L.F. | 1.77 | 2.00 | 12,527.34 | 14,092.00 |
| 8" Perf. Metal Drainpipe, coated | 2192 | L.F. | 2.40 | 2.75 | 5,273.66 | 6,028.00 |
| 12" Perf. Metal Drainpipe, coated | 1008 | L.F. | 3.13 | 3.40 | 3,161.84 | 3,427.20 |
| 3/8"-0 Backfill in Drains | 2081 | C.Y. | 4.98 | 6.50 | 10,371.41 | 13,526.50 |
| (1) Class A Concrete | 162.53 | C.Y. | 62.50 | 70.00 | 10,033.13 | 11,237.10 |
| (1) Metal Reinforcement | 25672 | lbs. | 0.125 | 0.14 | 3,209.00 | 3,594.08 |

NOTED
State Highway Engineer

Final Cost Analysis
Contract No. 4121

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| (2) Corr. Metal Sight Posts | 80 | Each | $ 2.65 | $ 3.50 | $ 212.00 | $ 280.00 |
| (2) Metal Guard Rail, Treated Timber Posts | 1908 | L.F. | 2.54 | 3.50 | 4,846.32 | 6,678.00 |
| 2½-0 Mat. in Base | 43561 | C.Y. | 2.18 | 2.35 | 94,996.51 | 102,368.35 |
| 3/4-0 Rock in Base | 6501 | C.Y. | 2.30 | 2.35 | 14,986.61 | 15,277.35 |
| Sprinkling | 701 | M-gal. | 2.00 | 2.50 | 1,402.00 | 1,752.50 |
| (4) 3/4-0 Rock in Binder | 704 | C.Y. | 2.20 | 4.00 | 1,551.53 | 2,816.00 |
| (4) RC-3 in Binder | 101.3 | Ton | 43.53 | 50.00 | 4,409.76 | 5,065.00 |
| (4) Class B asph. conc. | 13,767.595 | Ton | 6.19 | 7.10 | 85,244.29 | 97,749.92 |
| (4) Agg. in Shoulder Oiling | 1727 | C.Y. | 3.13 | 5.00 | 5,414.51 | 8,635.00 |
| (4) 150-200 in Shoulder Oiling | 100.45 | Ton | 44.66 | 50.00 | 4,486.10 | 5,022.50 |
| (3) 3/4-½ Cr. Rock in S.P. | 1227.9 | C.Y. | 2.00 | 2.55 | 2,455.80 | 3,131.15 |
| (3) ½-¼ Cr. Rock in S.P. | 1306.2 | C.Y. | 2.00 | 2.55 | 2,612.40 | 3,330.81 |
| (3) ¼-10 Cr. Rock in S.P. | 527.2 | C.Y. | 2.00 | 2.55 | 1,054.40 | 1,344.36 |
| **PA** #1 Extra Clearing | 3.73 | Acre | 651.55 | 1,000.00 | 2,430.31 | 3,730.00 |
| PA #2 Gen. Ex. Uncl. Sta. 748-754 | 101,569.8 | C.Y. | 0.244 | 0.34 | 24,788.13 | 34,533.73 |
| PA #3 Gen. Ex. Uncl. Sta. 780-790 | 57,724.7 | C.Y. | 0.244 | 0.34 | 14,087.72 | 19,626.40 |
| PA #4 Gen. Ex. Uncl. Sta. 756-768 | 61,348.6 | C.Y. | 0.244 | 0.34 | 14,972.13 | 20,858.52 |
| PA #5 Gen. Ex. Uncl. Sta. 703-712 | 9,214.2 | C.Y. | 0.244 | 0.34 | 2,242.30 | 3,132.83 |
| (3) PA #6 3/4-0 Cr. in S.P. | 1034.1 | C.Y. | 2.90 | 2.90 | 2,998.89 | 2,998.89 |
| (1) PA #7 Revise 4'x8' & 8'x8' Box culvert inlets & wings | 100% | All | 388.77 | 388.77 | 388.77 | 388.77 |
| PA #8 Ex. Yd.Mi. Haul on Rock Protection | 37058 | Yd.Mi. | 0.15 | 0.15 | 5,558.70 | 5,558.70 |
| (1) PA #10 Cement Adj. in Favor of Contractor | 4.92 | Bbl. | 5.60 | 5.60 | 27.55 | 27.55 |
| (4) PA #11 RS-1 Asph. in Fog Coat | 6.57 | Tons | 84.37 | 92.50 | 554.33 | 607.73 |

Final Cost Analysis
Contract No. 4121

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA #12 Purchase Excess C.M.P. | 100% | All | $1,699.75 | $1,699.75 | $1,699.75 | $1,699.75 |
| PA #13 Ext. Haul on 2½"-0 Agg. | 43,325 | C.Y. | 0.56 | 0.56 | 24,262.00 | 24,262.00 |
| PA #13 Ext. Haul on 3/4-0 Agg. | 6,501 | C.Y. | 0.54 | 0.54 | 3,510.54 | 3,510.54 |
| PA #13 Ext. Haul on Oiling Agg. | 2,431 | C.Y. | 0.29 | 0.53 | 702.28 | 1,288.43 |
| (4) PA #13 Ext. Haul on Class "B" Asph. Conc. | 13,767.595 | Ton | Included in Class B | 0.40 | Included in Class B | 5,507.04 |
| (4) PA #14 RS-2 Emuls. Asph. in Seal Coat | 102.19 | Ton | 45.23 | 50.00 | 4,703.74 | 5,109.50 |
| (4) PA #14 Haul & Place ¼-#10 Agg. | 676 | C.Y. | 1.94 | 2.85 | 1,335.67 | 1,926.60 |
| (4) PA #15 Purchase Exc. RS-1 Emul. | 4 | Ton | 36.80 | 36.80 | 147.20 | 147.20 |
| Force Account | | | | | 22,805.67 | 38,800.34 |
| Sub-Totals | | | | | $744,446.33 | $948,713.68 |
| (4) Misc. Sale to State | 281.68 | Tons | 6.54 | 9.40 | 1,842.66 | 2,647.79 |
| (4) Misc. Sale for Curbs & City Work at Plant | 417.80 | Tons | 4.96 | 7.00 | 2,072.42 | 2,924.60 |
| Totals | | | | | $748,361.41 | $954,286.07 |

(1) Work done all or in part by Johnson & Arens

(2) Work done all or in part by R. & W. Constr. Co.

(3) Work done all or in part by Peter Kiewit & Sons.

(4) Work done by Asphalt Paving Co.

| | F.H.Slate & E.C.Hall | Pacific Asphalt Paving | Total |
|---|---|---|---|
| Gross Revenue | $839,904.91 | $114,381.16 | $954,286.07 |
| Total Cost | 655,200.15 | 93,161.26 | .748,361.41 |
| Net Profit | 184,704.24 | 21,219.90 | 205,924.66 |
| Net Profit equals % Gross Rev. | 21.99 | 18.55 | 21.58 |

FINAL COST ANALYSIS
Contract No. 4121

Work done by F. H. Slate Co. Ore. Ltd. & E. C. Hall Co.

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $19,546.71 | $30,000.00 | $19,546.71 | $30,000.00 |
| Struc. Excav. Unclass. | 3,777.6 | C.Y. | 2.61 | 3.00 | 9,857.09 | 11,332.80 |
| Gen. Excav. Unclass. | 936,642.4 | C.Y. | 0.244 | 0.34 | 228,592.51 | 318,458.42 |
| Short Overhaul | 2,376,217 | Yd.Sta. | 0.007 | 0.01 | 17,056.35 | 23,762.17 |
| Long Overhaul | 38,247 | C-Yd.Sta. | 0.287 | 0.40 | 10,981.43 | 15,298.80 |
| Rock Slope Protection | 18,529 | C.Y. | 1.59 | 1.85 | 29,452.31 | 34,278.65 |
| Rounding Cut Banks | 8500 | L.F. | 0.16 | 0.20 | 1,392.39 | 1,700.00 |
| Finish R/B & Slopes | 4.84 | Mile | 522.10 | 600.00 | 2,526.95 | 2,904.00 |
| 18" Corr. Met. Pipe | 2,104 | L.F. | 4.04 | 4.25 | 8,518.91 | 8,942.00 |
| 24" Corr. Met. Pipe | 192 | L.F. | 5.99 | 6.50 | 1,151.58 | 1,248.00 |
| 30" Corr. Met. Pipe | 236 | L.F. | 7.15 | 8.00 | 1,689.52 | 1,888.00 |
| 30" Ext. Str. Corr. Met. Pipe | 310 | L.F. | 8.96 | 10.00 | 2,779.91 | 3,100.00 |
| 36" Corr. Met. Pipe | 202 | L.F. | 11.28 | 12.50 | 2,278.58 | 2,525.00 |
| 36" Ext. Str. Corr. Met. Pipe | 230 | L.F. | 13.78 | 15.00 | 3,169.24 | 3,450.00 |
| 60" Corr. Met. Pipe | 111 | L.F. | 30.19 | 32.50 | 3,351.10 | 3,607.50 |
| 84" Corr. Met. Pipe | 64 | L.F. | 46.00 | 50.00 | 2,944.19 | 3,200.00 |
| 18" Half Round Corr. Met. Pipe | 44 | L.F. | 3.18 | 3.50 | 139.81 | 154.00 |
| 18" Spec. Corr. Met. Pipe Sect. | 28 | Each | 91.71 | 100.00 | 2,567.82 | 2,800.00 |
| 24" Spec. Corr. Met. Pipe Sect. | 7 | Each | 140.80 | 142.00 | 985.64 | 994.00 |
| 6" Perf. Met. Drainpipe Coated | 7046 | L.F. | 1.77 | 2.00 | 12,527.34 | 14,092.00 |
| 8" Perf. Met. Drainpipe Coated | 2192 | L.F. | 2.40 | 2.75 | 5,273.66 | 6,028.00 |
| 12" Perf. Met. Drainpipe Coated | 1008 | L.F. | 3.13 | 3.40 | 3,161.84 | 3,427.20 |
| 3/8-0 Backfill in Drains | 2081 | C.Y. | 4.98 | 6.50 | 10,371.41 | 13,526.50 |
| (1) Class "A" Concrete | 160.53 | C.Y. | 62.50 | 70.00 | 10,033.13 | 11,237.10 |
| (1) Metal Reinforcement | 25672 | Lbs. | 0.125 | 0.14 | 3,209.00 | 3,594.08 |
| (2) Corr. Metal Sight Post | 80 | Each | 2.65 | 3.50 | 212.00 | 280.00 |
| (2) Metal Guard Rail Treated Timber Posts | 1908 | L.F. | 2.54 | 3.50 | 4,846.32 | 6,678.00 |

## Final Cost Analysis
## Contract No. 4121

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 2½"-0 Mat. in Base | 43,561 | C.Y. | $ 2.18 | $ 2.35 | $94,996.51 | $102,368.35 |
| 3/4"-0 Mat. in Base | 6,501 | C.Y. | 2.30 | 2.35 | 14,986.61 | 15,277.35 |
| Sprinkling | 701 | M-Gal. | 2.00 | 2.50 | 1,402.00 | 1,752.50 |
| 3/4"-0 in Binder | 704 | C.Y. | 1.25 | 1.25 | 880.00 | 1,584.00 |
| Aggregate in Class "B" Asph. Concrete | 11,014 | C.Y. | 1.437 | 1.437 | 15,832.73 | 20,028.15 |
| Aggregate in Sho. Oiling | 1,727 | C.Y. | 1.50 | 1.50 | 2,590.50 | 3,454.00 |
| (3) 3/4"-½" Cr. Rock in S.P. | 1,227.9 | C.Y. | 2.00 | 2.00 | 2,455.80 | 3,131.15 |
| (3) ½"-¼" Cr. Rock in S.P. | 1,306.2 | C.Y. | 2.00 | 2.00 | 2,612.40 | 3,330.81 |
| (3) ¼-#10 Cr. Rock in S.P. | 527.2 | C.Y. | 2.00 | 2.00 | 1,054.40 | 1,344.36 |
| PA #1 Extra Clearing | 3.73 | Acre | 651.55 | 1,000.00 | 2,430.31 | 3,730.00 |
| PA #2 Gen. Ex. Uncl. Sta. 748-754 | 101,569.8 | C.Y. | 0.244 | 0.34 | 24,788.13 | 34,533.73 |
| PA #3 Gen. Ex. Uncl. Sta. 780-790 | 57,724.7 | C.Y. | 0.244 | 0.34 | 14,087.72 | 19,626.40 |
| PA #4 Gen. Ex. Uncl. Sta. 756-768 | 61,348.6 | C.Y. | 0.244 | 0.34 | 14,972.13 | 20,858.52 |
| PA #5 Gen. Ex. Uncl. Sta. 703-712 | 9,214.2 | C.Y. | 0.244 | 0.34 | 2,248.30 | 3,132.83 |
| PA #6 3/4"-0 Cr. Rock in S.P. | 1,034.1 | C.Y. | 2.90 | 2.90 | 2,998.89 | 2,998.89 |
| (1) PA #7 Revise 4'x8' & 8'x8' Box Culvert Inlets & Wings | 100% | All | 388.77 | 388.77 | 388.77 | 388.77 |
| PA #8 Ext. Haul on Rock Slope Protection | 37058 | Yd.Mi. | 0.15 | 0.15 | 5,558.70 | 5,558.70 |
| (1) PA #10 Cement Adj. in Favor of Contractor | 4.92 | Bbl. | 5.60 | 5.60 | 27.55 | 27.55 |
| PA #12 Purchase of Excess Corr. Metal Pipe | 100% | All | 1,699.75 | 1,699.75 | 1,699.75 | 1,699.75 |
| PA #13 Ext. Haul on 2½"-0 Agg. | 43,325 | C.Y. | 0.56 | 0.56 | 24,262.00 | 24,262.00 |
| PA #13 Ext. Haul on 3/4"-0 Agg. | 6,501 | C.Y. | 0.54 | 0.54 | 3,510.54 | 3,510.54 |
| Force Account | | | | | $22,805.67 | $38,800.34 |
| Total | | | | | $655,200.15 | $839,904.91 |

| | |
|---|---|
| Slate & Hall Gross Revenue | $839,904.91 |
| Total Cost | 655,200.15 |
| Net Profit | $184,704.76 |

Profit equals 22.-% of Gross Revenue

Final Cost Analysis
Contract No. 4121

(1) Work done all or in part by Johnson and Amens Co.
(2) Work done all or in part by R & W Construction Co.
(3) Work done all or in part by Peter Keiwit and Sons

Final Cost Analysis
Contract No. 4121

## DETAIL OF COSTS
## F.H. Slate Co. Ore. Ltd. and E.C. Hall Co.

| | | |
|---|---|---|
| Labor | $176,500.69 | |
| Labor Insurance | 9,603.19 | |
| Health and Welfare | 4,020.60 | |
| | | $190,124.48 |

Materials:

| | | | | | |
|---|---|---|---|---|---|
| 18" Corr. Met. Pipe | 2,164 L.F. | at | $ 2.82 | per L.F. | 6,102.96 |
| 18" Bands | 79 | " | 2.82 | Each | 222.78 |
| 24" Corr. Metal Pipe | 198 L.F. | " | 4.39 | per L.F. | 869.22 |
| 24" Bands | 8 | " | 4.38 | Each | 35.04 |
| 30" Corr. Metal Pipe | 236 L.F. | " | 5.36 | per L.F. | 1,260.24 |
| 30" Bands | 9 | " | 5.34 | Each | 48.06 |
| 30" Ext. Str. Corr. Met.Pipe | 310 L.F. | " | 7.20 | per L.F. | 2,232.00 |
| 30" Ext. Str. Bands | 14 | " | 7.12 | Each | 99.68 |
| 36" Corr. Metal | 111 L.F. | " | 8.59 | per L.F. | 1,733.16 |
| 36" Bands | 7 | " | 8.48 | Each | 59.36 |
| 36" Ext. Str. Corr. Met.Pipe | 230 L.F. | " | 10.79 | per L.F. | 2,481.70 |
| 36" Ext. Str. Bands | 11 | " | 10.77 | Each | 118.47 |
| 60" Corr. Met. Pipe | 111 L.F. | " | 23.36 | per L.F. | 2,481.96 |
| 60" Bands | 5 | " | 37.88 | Each | 189.40 |
| 84" Corr. Met. Pipe | 64 L.F. | " | 36.02 | per L.F. | 2,305.28 |
| 84" Bands | 4 | " | 53.43 | Each | 213.72 |
| 18" Half Round | 110 L.F. | " | 1.68 | per L.F. | 184.80 |
| 24" Half Round | 20 L.F. | " | 3.07 | per L.F. | 61.40 |
| 18" Spec. Corr. Metal Pipe Sec. | 28 | " | 81.39 | Each | 2,278.92 |
| 24" Spec. Corr. Metal Pipe Sec. | 13 | " | 124.93 | Each | 1,624.09 |
| 6" Perf. Metal Drainpipe Coated | 7,476 L.F. | " | .98 | per L.F. | 7,326.48 |
| 6" Bands | 272 | " | .89 | Each | 330.19 |
| 8" Perf. Metal Drainpipe | 3,002 L.F. | " | 1.31 | per L.F. | 2,897.72 |
| 8" Bands | 87 | " | 1.19 | Each | 103.53 |
| 12" Perf. Metal Drainpipe | 1,008 L.F. | " | 2.20 | L.F. | 2,217.60 |
| 12" Bands | 48 | " | 2.00 | Each | 96.00 |
| 3/8-0 Backfill Aggregate | 2,081 C.Y. | " | 2.80 | per C.Y. | 5,826.80 |
| 2½"-0 Aggregate | 43,561 C.Y. | " | 1.00 | per C.Y. | 43,561.00 |
| 3/4"-0 Aggregate | 6,501 C.Y. | " | 1.25 | per C.Y. | 8,126.25 |
| 3/4"-0 Binder Aggregate | 704 C.Y. | " | 1.25 | per C.Y. | 880.00 |
| Agg. for Asph. Conc. | 11,014.07 C.Y. | " | 1.4375 | per C.Y. | 15,832.73 |
| Aggregate for Shoulder Oil. | 1,727 C.Y. | " | 1.50 | per C.Y. | 2,590.50 |
| Portland Cement | 26 SK | " | 1.57 | Each | 40.82 |
| Reinforcing Steel | 252 Lbs. | " | 0.12 | per Lb. | 30.24 |
| Concrete Aggregate | 4.5 C.Y. | " | 2.25 | per C.Y. | 10.13 |
| Lumber | | | | | 50.00 |
| Nails | 6 Lbs. | " | 0.12 | per Lb. | 0.72 |
| 4" Sewer Pipe | 285 L.F. | " | 0.32 | per L.F. | 91.20 |
| 4" ¼ Bend | 2 | " | 2.40 | Each | 4.80 |
| 4" T's | 2 | " | 2.40 | Each | 4.80 |
| 4" Y's | 3 | " | 2.24 | Each | 7.20 |

Final Cost Analysis
Contract No. 4121

## Materials Cont.

| | | | | |
|---|---|---|---|---|
| 4" 45° Bends | 2 | at $ 1.95 Each | $ 3.90 | |
| Oakum | 10 Lbs. | " 0.50 per Lb. | 5.00 | |
| Paper 15 Lb. | 1 Roll. | " 3.22 per Roll | 3.22 | |
| Powder & Caps | | | 1,671.60 | |
| Orange burg Pipe | 240 L.F. | " .44 per L.F. | 105.60 | |
| Orange burg Pipe | 80 L.F. | " .43 per L.F. | 34.40 | |
| | | | | $ 116,454.67 |

## Equipment Rentals and Miscellaneous Expense:

| | | |
|---|---|---|
| Equipment (Own) | 181,580.39 | |
| Equipment (Hired) | 39,659.04 | |
| Gas, Oil and Grease | 29,176.76 | |
| Bond | 4,486.55 | |
| Field Office | 2,899.87 | |
| Interest | 369.87 | |
| Small Tools | 3,606.55 | |
| Home Office & General Overhead | 22,564.12 | |
| | | $ 284,343.15 |

| | | |
|---|---|---|
| Paid Water Hauler | 1,402.00 | |
| Johnson & Amens | 14,815.80 | |
| R & W | 5,058.32 | |
| Peter Kiewit & Sons for Aggregate in S.P. | 9,121.49 | |
| Extra Haul Paid Truckers | 33,331.24 | |
| Holm & Mosso | 549.00 | |
| | | $ 655,200.15 |

Final Cost Analysis
Contract No. 4121

Work done by Pacific Asphalt Paving Company

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4-0 Agg. in Binder | 704 | C.Y. | $ 0.953 | $ 1.75 | $ 671.53 | $ 1,232.00 |
| RC-3 in Binder | 101.3 | Ton | 43.53 | 50.00 | 4,409.76 | 5,065.00 |
| Class "B" Asphaltic Concrete | 13767.595 | Ton | 5.04 | 5.50 | 69,411.56 | 77,721.77 |
| Agg. in Shoulder Oiling | 1727 | C.Y. | 1.64 | 3.00 | 2,824.01 | 5,181.00 |
| 150-200 Asph. in Sho. Oiling | 100.45 | Ton | 44.66 | 50.00 | 4,486.10 | 5,022.50 |
| PA #11 RS-1 Asph. in Fog Coat | 6.57 | Ton | 84.37 | 92.50 | 554.33 | 607.73 |
| PA #14 RS-2 Emuls. Asph. in Seal Coat | 102.17 | Ton | 45.23 | 50.00 | 4,703.74 | 5,109.50 |
| PA #14 Haul and Place ¼-#10 Aggregate | 676 | C.Y. | 1.94 | 2.85 | 1,335.67 | 1,926.60 |
| PA #13 Ext. Haul on Class "B" Asph. Concrete | 13,767.595 | Tons | Cost in Class B | 0.40 | Cost in Class B | 5,507.04 |
| PA #13 Ext. Haul on Oiling Agg. | 2,431 | C.Y. | 0.289 | 0.53 | 702.28 | 1,288.43 |
| PA #15 Purchase Excess RS-1 Emul. | 4 | Ton | 36.80 | 36.80 | 147.20 | 147.20 |
| Sub-Total | | | | | 89,246.18 | 108,808.77 |
| Misc. Sale for State | 281.68 | Tons | 6.54 | 9.40 | 1,842.66 | 2,647.79 |
| Misc. Sale to E. C. Hall | 417.80 | Tons | 4.96 | 7.00 | 2,072.42 | 2,924.60 |
| Totals | | | | | $93,161.26 | $114,381.16 |

| | |
|---|---|
| Gross Revenue | $114,381.16 |
| Total Cost | 93,161.26 |
| Net Profit | $ 21,219.90 |

Net Profit equals 18.5% of Gross Revenue

Final Cost Analysis
Contract No. 4121

## DETAIL OF COSTS
Asphalt Paving Company

| | | | |
|---|---|---|---|
| Labor | | $ 21,085.49 | |
| Labor Ins. | | 2,726.04 | |
| Health and Welfare | | 1,086.72 | |
| | | | $24,898.25 |
| Materials: | | | |
| 150-200 Asphalt | 100.45 Tons | 2,049.18 | |
| Freight | | 1,194.16 | |
| 85-100 Asphalt | 90.56 Tons | 1,865.56 | |
| Freight | | 1,544.70 | |
| 100-200 Asphalt | 769.32 Tons | 15,848.07 | |
| Freight | | 9,146.30 | |
| RC-3 Asphalt | 101.3 Tons | 2,150.09 | |
| Freight | | 1,163.09 | |
| RS-2 Spec. Asphalt | 101.19 Tons | 2,356.16 | |
| Freight | | 1,203.56 | |
| RS-1 Asphalt | 10.57 Tons | 388.98 | |
| Heat Oil | | 1,133.66 | |
| Aggregate | 599.98 C.Y. | 1,049.22 | |
| | | | $41,092.73 |
| Equipment Rentals and Misc. Expense: | | | |
| Equipment Own | | 10,667.78 | |
| Equipment Hired (fully operated) | | 10,786.79 | |
| Gas, Oil and Grease | | 1,152.51 | |
| Telephone & Telegraph | | 293.79 | |
| Small Tools | | 18.05 | |
| Travel Expense | | 666.23 | |
| Field Office | | 320.87 | |
| Home Office and General Overhead | | 3,264.26 | |
| | | | $27,170.28 |
| Total | | | $93,161.26 |

Final Cost Analysis
Contract No. 4121

## Breakdown of Paving Costs

| | Quantity | Unit | Cost | Paving Unit Cost on Contract | Paving Unit Cost on Purchase Order | Cost for Sale at Plant |
|---|---|---|---|---|---|---|
| Feed Plant | 14,467.075 | Tons | $ 2,631.71 | $ 0.18 | $ 0.18 | $ 0.18 |
| Heat & Mix | 14,467.075 | Tons | 19,024.45 | 1.32 | 1.32 | 1.32 |
| Asphalt & Freight | 14,467.075 | Tons | 28,404.93 | 1.96 | 1.96 | 1.96 |
| Haul to Street | 14,049.275 | Tons | 11,641.06 | 0.83 | 0.83 | |
| Street Work | 14,049.275 | Tons | 9,507.16 | 0.68 | 0.68 | |
| Flagging | 14,049.275 | Tons | 1,068.11 | 0.07 | 0.07 | |
| Aggregate Purchased | 699.68 | Tons | 1,049.22 | | 1.50 | 1.50 |
| | | | | | | |
| Aggregate furnished by F.H.Slate & E.C.Hall | 13,767.595 | Tons | 15,832.73 | 1.16 | | |
| | | | | | | |
| Unit Cost of Asphaltic Concrete | | | | $ 6.19 | $ 6.54 | $ 4.96 |

Final Cost Analysis
Contract No. 4121

Remarks:

This was a regular "Federal Aid Project" calling for the construction of 4.76 miles of highway roadbed, 4.85 miles of rock base and asphaltic concrete pavement, and oil mat, Type 0-11, on the highway shoulders and the performance of such additional and incidental work called for in the plans and specifications.

The project was located on the Oregon Coast Highway in Curry County. The north end of the project was approximately 15.6 miles south of the city of Port Orford and the south end was approximately 10.1 miles north of the city of Gold Beach. The overall length of the project was 4.92 miles.

The project was bid and awarded to Fred H. Slate, Co. Ore. Ltd. and E. C. Hall Co. on January 21, 1954.

The contractors moved in during the last week of January and started clearing on February 1, 1954, using two D 8 tractors with clearing blades. As the clearing progressed two D 8 tractors with bulldozer blades were added. This phase of work was completed during the week ending May 22, 1954, except where extra clearing was needed due to slides.

The grading equipment used was 14 - D 8 tractors, 7 - 80 scrapers, 9 dozer blades, 1 - #12 powergrader, 1 - 105 compressor, 1 - 315 compressor, 6 - DW 21's, 2 - 3/4 C.Y. shovels and other necessary equipment.

The grading was started during the week ending March 20, 1954, using two D 8 tractors with type 80 scrapers and two D 8 tractors with dozer blades, one helping the scrapers load and one on the fill area spreading. As the number of excavation areas were opened up the number of crawler scraper units were increased. Exceptional progress was made as the type of material excavated was ideal for the equipment and the haul short. When the haul distances increased the contractor brought in his DW 21's. The grading continued until December 11, 1954, at which time the operation was closed down for the winter. Grading was resumed on April 1, 1955, and completed on June 4, 1955.

The rock slope protection was started on October 13, 1954, using 6 hired trucks for hauling, a 3/4 [illegible]E shovel for loading and a D 8 tractor with dozer blade for placing the rock. The source of rock for the rock slope protection on this project designated by the state proved to be unsatisfactory. A new source (the Frankport quarry) was selected and a haul adjustment **in haul** made, which was passed on to the truckers in full.

As in the case of the source of rock for the rock slope protection the source designated for the crushed aggregate proved unsatisfactory. The contractor elected to purchase **the crushed** aggregate from Peter Kiewit & Son Co. whose crushplant was set up in the state quarry at Station 513+00 on the Brush Creek-Frankport section of the Rocky Point-Gold Beach Unit. Here, as before, a haul adjustment was made as this source was the closest acceptable one.

The hauling of 2½"-0 crushed aggregate for the base was begun on November 10, 1954, using hired truck for hauling, a #12 powergrader spreading and a 10 ton 3 leg roller. The haul unit varied in number from 5 to 12. This work continued until the project was closed down for the winter. The hauling and placing of 2½"-0 was resumed on June 1, 1955, and all was in place on June 21, 1955.

The contractor began placing the 3/4"-0 crushed material for the base during the week ending June 18, 1955, and had all the aggregate in place on June 27, 1955.

The original sub-contractor (J. C. Compton, Co.) on item 32 through 37 on this project not having a plant available for paving at this time permitted the principal contractors to negotiate these items with the Pacific Asphalt Paving Co. who were already paving in the vicinity.

The Pacific Asphalt Paving Co. began hauling from it 4000 batch plant located adjacent to Station 513+00 on the Brush Creek-Frankport Section on July 14, 1955, and completed the paving on August 5, 1955. The equipment used in processing this work consisted of a varying number of hired trucks, 6 to 10, a Barber Green, a three leg 10 ton roller and an 8 ton tandum roller.

As soon as the paving was completed the sub-contractor began preparing the shoulders for oiling. He completed this work on September 1, 1955. He immediately began placing the seal coat completing the project on September 2, 1955.

As in previous cases where aggregates were required extra haul payments were made.

The principal contractor and the sub-contractor both having good equipment, supervision and excellent plans of operations made good profits.

F. Sugnet
Assistant Cost Analyst

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 20, 1955

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4121 | 7-Final | Fred H. Slate Co., Oregon Ltd. &<br>E. C. Hall Company | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25382 | R-138775 | $ 28,539.60 | 12/19/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 2, 1955 without penalty

Completion Date: Sept. 2, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
gl

Warrant Mailed: DEC 21 1955

Ruth Rawlings

RECEIVED
DEC 9 - 1955
FOR FILING

F-1321 (1)
[illegible]
4121 (3)

December 7, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance, Agent
812 Failing Bldg.
Portland 4, Oregon

Maryland Casualty Co.
Hansen & Rowland, Inc., Agent
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4121 for work performed on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Fred H. Slate Co. Oreg.Ltd. & E. C. Hall Co., on September 2 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $28,539.60 will be released to the contractor on or after December 17, 1955. The total contract amount is $948,713.68, of which amount $38,800.34 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as co-sureties on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

[illegible]
[illegible]
4121

October 4, 1955

Fred H. Slate Co.Oreg.Ltd. &
S. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to September 30, 1955 within which to complete your contract No. 4121, covering the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of Oregon Coast Highway in Curry County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to September 2, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George A. Barnhart,
Resident Engineer

H. G. Smith
Construction Engineer

RECEIVED
SEP 30 1955
FOR FILING

| |
|---|
| F-15-1(1) |
| FF-15-1(1) |
| 4121 |

September 29, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

and

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co.Oreg.Ltd. & E. C. Hall Co. in connection with contract No. 4121, covering the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $57,455.57, will be released to the contractor on or after October 10, 1955. The retained percentage is $28,458.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
609 Henry Bldg.
Portland, Oregon

NOTED ON CARD
gl

RECEIVED
SEP 19 1955
FOR FILING

41-1

September 19, 1955

Request for extension of time
No. 17
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Fred H. Slate and E. C. Hall for an extension of time on the Frankport-Greggs Creek Unit on the Oregon Coast Highway, Contract No. 6121, from August 1, 1955 to September 30, 1955.

31

This project was actually completed on September 2, 1955. Adverse weather conditions and the addition of a seal coat on this project caused the two-day overrun in time.

No added cost or inconvenience has been suffered due to the overrun, and I therefore recommend the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt 1g

RECEIVED
SEP 14 1955
FOR FILING

| |
|---|
| [illegible] |
| BF 124(7) |
| 4121 |

September 13th, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Frankport-Greggs Creek Contract #4121, Oregon F-124(6), BF-124(7), from August 31st, 1955 to and including September 2nd, 1955 to Fred H. Slate and E. C. Hall Co., contractors.

Adverse weather conditions and the addition of a seal coat on this project caused the 2-day overrun in time. No added cost or inconvenience has been suffered due to the overrun, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

F [illegible]
[illegible] (7)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Unit Frankport-Greggs Creek
Section Brush Creek-Greggs Creek
Highway Oregon Coast
Contractor Fred H. Slate Co., Ore. Ltd. &E. C. Hall Co.
Date of contract March 19, 1954
Date work started February 1, 1954
Project authorization $990,591.19
Exclusive of Engineering $919,605.15

For Week Ending Sept. 10, 1955, 19
Kind of work Grading And Paving
Section prefix 8-1013
Contract number 4121
Date of completion August 31, 1955
Estimated date of completion Sept. 2, 1955
Per cent of time elapsed 101.2 %

Estimated cost of completed project, exclusive of engineering $957,030.07
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 70,986.04
Engineering cost to date $61,837.11, 98.41 %
Date project was completed Sept. 2, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract was completed Sept. 2.

Euchre Creek bridge should be completed this month and Frankport Viaduct Around Nov. 1.

Five men mulching slopes at 903 and putting chicken wire on them.

This will be the final weekly report.

| Station | On Plans | As Staked | Remeasure | Slides |
|---|---|---|---|---|
| 684+00 to 943+00 | Exc. 856,164 | 936,661.8<br>525,852.0 | 936,661.8<br>527,700.6 | 229,857.3 |
| " " | Emb. ~~[illegible]~~<br>576,914 | | | |

NOTED
H. G. SMITH

NOTED
FORREST COOPER

RECEIVED
SEP [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. H. Barnhart Resident Engineer
Address P. O. BOX 551, Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77093

NOTED
W. T. WRIGHT

| | GRADING | SURFACING | MAINTENANCE MATERIALS | Shoulders<br>OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 4.76 | 4.84 | | 4.84 | 4.84 |
| Miles partially completed | | | | | |
| Miles completed | 4.76 | 4.84 | | 4.84 | 4.84 |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | 936,661.8 | 50,062 | | 1,727 cu.yd.<br>100.45 tons | 13,767.595 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...........

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | 2 | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

RECEIVED
SEP 7 1955
FOR FILING

F-124(6)
DF-124(7)
4121

September 6, 1955

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 2, 1955 on Contract No. 4121, Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section, in Curry County, in connection with Federal Aid Project No. F-124(6), DF-124(7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DHP:bb

cc: John Cattrall

RECEIVED
JUL 28 1955
FOR FILING

FORM E-30X—80,000—10-54—79484

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27th, 1955

W. C. WILLI

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between the Fred H. Slate Co. & E. C. Hall and the Pacific Asphalt Paving Co. covering items 32 through 37 on the Frankport-Greggs Creek Contract #4121, Oregon F-124(6) and BF-124(7), is approved with the understanding that this replaces the subcontract covering the same items which had previously been approved with J. C. Compton as the subcontractor.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
C. G. Polk - 2

RECEIVED
JUL 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1955
FOR FILING

FORM E30—50M—10-54—79485

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

I have your letter and price agreement covering an increase in the hauling costs of $33,856 on the Frankport-Greggs Creek project, Contract #4121, Slate and Hall. Inasmuch as the quarries specified on the job did not prove out, it is obvious that an adjustment will need to be made, and your method of arriving at the adjustment would appear to be the proper approach.

In order to properly handle this claim, it will be necessary to know which "quarry at 832" was used as the basis for computing the original distribution. I call your attention to the fact that there are two quarries at Station 832. I assume it was the one close to the highway at that point and I believe it was Hall's original intention to set up at that place. However, a clarification of this matter is in order for the record. I note that there is a difference of 45 feet in the quarry locations with respect to centerline stationing, which would indicate that it was the quarry westerly from the relocated highway from which the computations were made. However, the matter is of considerable size financially, and I want the record to be clear.

In the computation sheets which you attach you indicate the quantity of material and the yard miles of haul necessary to place this material on the road. However, you do not indicate how the yard miles were arrived at. I assume it was done by multiplying the yardage shown on the material receipts by the actual haul distance. However, I want the record to indicate the basis on which the computations were made.

It would seem to me that this matter has been unduly delayed as it must have been obvious many months ago that an adjustment was in order, and I am wondering why the matter was delayed.

The arithmetic on the price agreement indicates that the job is going to slide under the 5% overrun by .01 of 1%. Do you think it will work out this way or will it be necessary to ask the Commission for additional funds?

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
JUL 12 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1954
FOR FILING

| |
|---|
| F-124 (6) |
| RF-124 (7) |
| 4121 |

October 21, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 6 covering breaking down slide on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4121, in connection with Federal Aid Project No. F-124 (6); RF-124 (7).

This work is necessary to break down slide material so it can be handled with regular hauling equipment. This slide is in a 130 foot cut. This order covers work between Stations 780 + 00 and 788 + 00.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:bb

RECEIVED
OCT 25 1954
FOR FILING

F-124 (6)
ER-124 (7)
4121

October 21, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 5 covering breaking down slide on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4121, in connection with Federal Aid Project No. F-124 (6); ER-124 (7).

This work is necessary to break down slide material so it can be moved by hauling equipment. The break is near the top of a 180 foot cut. This order covers work between Stations 745+00 and 756+50.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Encl.
DBP:bb

RECEIVED
FOR FILING

F-124(6)
BF-124(7)
4121

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21st, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Laboratory Report #350159 on the Frankport-Greggs Creek Section indicates an excess amount of P.I. in the 2½" - 0" rock.

Please see that this material is not incorporated in the roadbed.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
Geo. A. Barnhart

RECEIVED
FOR FILING
FORM E-30X 37½ 3-54 78730

| |
|---|
| F - 121 <6> |
| BF - 124 <7> |
| 4121 |

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 21, 1954

SUBJECT:

Frankport-Greggs Creek
8-1013 Contract #4121

To:

H. G. Smith
Construction Engineer

Attention: E. A. Pease

Dear Sir:

Reply is made to your letter of October 7 concerning Laboratory Report No. 349021 on the subject project indicating excess P.I. in the 2½" - 0 rock stockpiled at the site.

I am attaching hereto a copy of our report from Barnhart re this indicating that there is only a relatively small amount of the material with excess P.I. in the stockpile, and delineating prior action taken in this matter.

Very truly yours,

Tom Edwards
Division Engineer

By

C. T. Keasey
Office Engineer

CTK:gb
Encl.

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FOR FILING
FORM E-30X 37½ 3-54 73730

F-124<6>
BF-124<[illegible]>
4121

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 21, 1954

SUBJECT:
Frankport-Greggs Creek
8-1013 Contract #4121

To:

H. G. Smith
Construction Engineer

Attention: E. A. Pease

Dear Sir:

Reply is made to your letter of October 7 concerning Laboratory Report No. 349021 on the subject project indicating excess P.I. in the 2½" - 0 rock stockpiled at the site.

I am attaching hereto a copy of our report from Barnhart re this indicating that there is only a relatively small amount of the material with excess P.I. in the stockpile, and delineating prior action taken in this matter.

Very truly yours,

Tom Edwards
Division Engineer

By

C. T. Kessey
Office Engineer

CTK:gb
Encl.

RECEIVED
OCT [illegible] - 1954
FOR FILING
FORM E-30X—80M—8-54—78196

F-2-(6)
BF-124(7)
[illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 7, 1954
Salem, Oregon

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Lab Report No. 349021 on the Frankport-Greggs Creek Contract No. 4121 indicates an excess amount of P.I. in the 2½"-0" rock stockpiled at the site.

Please take steps to see that this material is not incorporated in the roadbed until this excess has been eliminated.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc: G. A. Barnhart
W. C. Williams ✓

[illegible] 7 1954

Form E-61—[illegible]M—1-5[illegible]

F 124(6)
BF 124(7)
4121

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

NOTED
W. C. WILLIAMS

| | | | | | |
|---|---|---|---|---|---|
| Project | Frankport-Greggs Creek | | | Prefix No. | 8-1013 |
| Highway | Oregon Coast | | | County | Curry |
| Contractor | F. H. Slate & E. C. Hall | Contract No. | 4121 | F. A. Project No. | F-124 (6)<br>BF-124 (7) |
| Submitted by | C. A. Barnhart | | | Date reported | Oct. 6, 1954 |

## REPORT ON SAMPLE OF COARSE AGGREGATE

| | | | |
|---|---|---|---|
| Source of material | Brush Cr.-Frankport Quarry Site | Sampled at | Site |
| To be used | Base | Date received | Oct. 4, 1954 |
| Sampled by | E. H. Littau | Quantity represented | 1500 c.y. |

## TEST RESULTS

Laboratory No. 349021
Data Sheet No. A 19278

Type of material 2½"-0 Crushed Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2 | 0 | 0 | |
| 1½ | 6.5 | 6.5 | |
| 1 | 8.1 | 14.6 | |
| 3/4 | 6.1 | 20.7 | |
| 1/2 | 18.7 | 39.4 | |
| 1/4 | 22.8 | 62.2 | |
| 10 | 15.0 | 77.2 | |
| 40 | 9.8 | 87.0 | |
| Pass | 13.0 | 13.0 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 7 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 22 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Barnhart
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 73213

RECEIVED
OCT 22 1954
FOR FILING

F - 124(6)
124(7)

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

| | | | |
|---|---|---|---|
| Project | Frankport-Greggs Creek | Prefix No. | 8-1013 |
| Highway | Oregon Coast | County | Curry |
| Contractor | State & K. C. Hall | F. A. Project No. | F-124(6)&F-124(7) |
| Submitted by | C. A. Barnhart | Date reported | Oct. 20, 1954 |

Contract No. 4121

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Brush Cr.-Frankport Quarry Site

Sampled at Site

To be used Base Surfacing

Sampled by M. W. Coffey

Date received Oct. 18, 1954

Quantity represented 1500 c.y.

## TEST RESULTS

Laboratory No. 350159

Data Sheet No. A19281

Type of material Cr. Rock 2½-0

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2½ | 0 | 0 | |
| 2 | 2.7 | 2.7 | |
| 1½ | 6.2 | 8.9 | |
| 1 | 13.9 | 22.8 | |
| 3/4 | 6.5 | 29.3 | |
| 1/2 | 12.8 | 42.1 | |
| 1/4 | 13.1 | 55.2 | |
| 10 | 17.4 | 72.6 | |
| 40 | 11.1 | 83.7 | |
| P40 | 16.3 | 16.3 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | | |
| Plasticity index: Natural fines | 5 | % |
| Manufactured fines | | % |
| Liquid limit: Natural fines | 20 | % |
| Manufactured fines | | % |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Barnhart
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams
x Geology & Soils

Engineer of Materials

State Printing 73213

F 124(6)
F-124(7)

O GON STATE HIGHWAY DEPARTMENT
Materials Division

# LABORATORY REPORT

Prefix No. 8-1013
County Curry
F. A. Project No. F-124(6)&F-124(7)
Date reported Oct. 12, 1954

Project Frankport-Greggs Creek
Highway Oregon Coast
Contractor F. H. Slate & E. C. Hall
Submitted by G. A. Barnhart
Contract No. 4121

## REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Brush Cr.-Frankport quarry site
Sampled at Site
Date received Oct. 8, 1954
Quantity represented 1500 c.Y.

To be used Bottom course base
Sampled by E. E. Littau

## TEST RESULTS

Type of material 2½"-0 Cr. Rock
Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 349425
Data Sheet No. A19279

GRANULOMETRIC ANALYSIS

| Retained on Sieve | Per cent Single Sieve | Per cent Accumulative | Per cent Coarse Aggregate |
|---|---|---|---|
| 2 | 0 | 0 | |
| 1½ | 3.7 | 3.7 | |
| 1 | 11.9 | 15.6 | |
| 3/4 | 9.5 | 25.1 | |
| 1/2 | 18.9 | 44.0 | |
| 1/4 | 20.6 | 64.6 | |
| 10 | 14.8 | 79.4 | |
| 40 | 8.2 | 87.6 | |
| P40 | 12.4 | 12.4 | |
| Total | 100.0 | | |

| | | |
|---|---|---|
| Abrasion, per cent wear, Los Angeles Rattler | | |
| Specific gravity (Le Chatelier) | | |
| Unit weight, dry rodded, lbs. per cubic foot | | |
| Unit weight, loose, lbs. per cubic foot | | |
| Fineness factor | | |
| Sodium sulfate test, per cent loss | | |
| Asphalt stripping: Natural fines | | |
| Manufactured fines | 6 | % |
| Plasticity index: Natural fines | | % |
| Manufactured fines | 22 | % |
| Liquid limit: Natural fines | | % |
| Manufactured fines | | |

## RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

NOT
W. C. WILLIAM

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Barnhart
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams
x Baker

Engineer of Materials

State Printing 72213

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FOR FILING

FORM E-30X 37½ 9-54 79730

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 16, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The sub-contract between the Fred H. Slate Company and E. C. Hall Company, prime contractors, and Peter Kiewit Sons' Company covering the furnishing of crushed rock on Items 29, 30, 32, 34, 35, and 38 to 40, inclusive, on the Frankport-Greggs Creek Contract No. 4121, Oregon F-124 (6) and BF-124 (7), is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

Form PR 2 (Revised 1950)

1230

F-124(6)
[illegible] (1)
4121

State Oregon

Federal Aid Project No. F-124(6)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# PROJECT. AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 20th day of May, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of December, 1953, a program, which was approved on the 4th day of January, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 6th day of January, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty-nine thousand and 00/100 dollars ($139,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 684+00 in the SE 1/4, Section 30, T. 34 S., R. 14 W., W.M., and survey station 750+00 in the SW 1/4, Section 32, T. 34 S., R. 14 W., W.M., without exception, , length 1.235 miles, in Curry County, being Oregon Federal Aid project No. F-124(6), consisting of 1.235 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregating in length~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECE
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## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty-nine thousand and 00/100 dollars ($139,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty-four thousand, three hundred thirty-four and 55/100 dollars ($224,334.55), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
ASS'T. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting Division Engineer,
*Bureau of Public Roads.*

M 10 1954

AP 14

M 24 1954

Oregon State Highway Department

Federal Aid Project
No. F-124 (6)

## FRANKPORT-GREGGS CREEK SECTION
## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1954

Type Code 6201
Roadway (Sta. 684+00 to Sta. 750+00) (Contract No. 4121)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 6,000.00 |
| 640 | Cu. Yd. | Structural Excavation, Unclassified | $ 3.00 | 1,920.00 |
| 60 | Cu. Yd. | Trench Excavation, Unclassified | 3.00 | 180.00 |
| 327,500 | Cu. Yd. | General Excavation, Unclassified | 0.34 | 111,350.00 |
| 501,000 | Yd. Sta. | Short Overhaul | 0.01 | 5,010.00 |
| 240 | C-yd. Sta. | Long Overhaul | 0.40 | 96.00 |
| 1.23 | Miles | Finishing Roadbed and Slopes | 600.00 | 738.00 |
| 8,000 | Lin. Ft. | Rounding Cutbanks | 0.20 | 1,600.00 |
| 1,000 | Lin. Ft. | 18-inch Corrugated Metal Pipe | 4.25 | 4,250.00 |
| 100 | Lin. Ft. | 36-inch Corrugated Metal Pipe | 12.50 | 1,250.00 |
| 3,100 | Lin. Ft. | 6-inch Perforated Metal Drain Pipe | 2.00 | 6,200.00 |
| 370 | Lin. Ft. | 8-inch Perforated Metal Drain Pipe | 2.75 | 1,017.50 |
| 350 | Cu. Yd. | 3/8" - 0 Backfill in Drains | 6.50 | 2,275.00 |
| 56 | Cu. Yd. | Class "A" Concrete | 70.00 | 3,920.00 |
| 8,100 | lbs. | Metal Reinforcement | 0.14 | 1,134.00 |
| 50 | Only | Corrugated Metal Sight Posts | 3.50 | 175.00 |
| 8,800 | Cu. Yd. | 2½" - 0 Rock in Base | 2.35 | 20,680.00 |
| 1,800 | Cu. Yd. | 3/4" - 0 Rock in Base | 2.35 | 4,230.00 |
| 260 | M-gal. | Sprinkling | 2.50 | 650.00 |
| 170 | Cu. Yd. | 3/4" - 0 Rock in Binder Course | 4.00 | 680.00 |
| 30 | Tons | RC-3 Asphalt in Binder Course | 50.00 | 1,500.00 |
| 3,200 | Tons | Class "B" Asphaltic Concrete | 7.10 | 22,720.00 |
| 630 | Cu. Yd. | Aggregate in Shoulder Oiling | 5.00 | 3,150.00 |
| 50 | Tons | 150-200 Asphalt in Shoulder Oiling | 50.00 | 2,500.00 |
| 13 | tons | RS-1 Asphalt in Shoulder Oiling | 55.00 | 715.00 |
| | | Subtotal | | $203,940.50 |
| | | 10% Engr. & Cont. | | 20,394.05 |
| | | Total | | $224,334.55 |

Length of Roadway 1.235 miles
Cost of Roadway per Mile $181,647.40

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $139,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 85,334.55 |
| | $224,334.55 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529; laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F -124 (6)

## FRANKPORT-GREGGS CREEK SECTION

## OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 7, 1954

Type Code 6201
Roadway (Sta. 684+00 to Sta. 750+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 5,000.00 |
| 640 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 1,920.00 |
| 60 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 180.00 |
| 327,500 | cu. yds. | General Excavation, Unclassified | 0.43 | 140,825.00 |
| 501,000 | yd. sta. | Short Overhaul | 0.01 | 5,010.00 |
| 240 | C-yd. sta. | Long Overhaul | 0.40 | 96.00 |
| 1.23 | mi. | Finishing Roadbed and Slopes | 800.00 | 984.00 |
| 8,000 | lin. ft. | Rounding Cutbanks | 0.15 | 1,200.00 |
| 1,000 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.50 | 4,500.00 |
| 100 | lin. ft. | 36-inch Corrugated Metal Pipe | 12.00 | 1,200.00 |
| 3,100 | lin. ft. | 6-inch Perforated Metal Drain Pipe | 1.90 | 5,890.00 |
| 370 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.30 | 851.00 |
| 350 | cu. yds. | 1/8" - 0 Backfill in Drains | 6.00 | 2,100.00 |
| 56 | cu. yds. | Class "A" Concrete | 70.00 | 3,920.00 |
| 8,100 | lbs. | Metal Reinforcement | 0.13 | 1,053.00 |
| 50 | only | Corrugated Metal Sight Posts | 3.50 | 175.00 |
| 8,800 | cu. yds. | 2½" - 0 Rock in Base | 2.30 | 20,240.00 |
| 1,800 | cu. yds. | 3/4" - 0 Rock in Base | 2.75 | 4,950.00 |
| 260 | M-gal. | Sprinkling | 2.50 | 650.00 |
| 170 | cu. yds. | 3/4" - 0 Rock in Binder Course | 4.50 | 765.00 |
| 30 | tons | RC-3 Asphalt in Binder Course | 50.00 | 1,500.00 |
| 3,200 | tons | Class "B" Asphaltic Concrete | 7.00 | 22,400.00 |
| 630 | cu. yds. | Aggregate in Shoulder Oiling | 5.00 | 3,150.00 |
| 50 | tons | 150-200 Asphalt in Shoulder Oiling | 47.00 | 2,350.00 |
| 13 | tons | RS-1 Asphalt in Shoulder Oiling | 50.00 | 650.00 |
| | | | Subtotal | $231,559.00 |
| | | | 10% Engr. & Cont. | 23,155.90 |
| | | | Total | $254,714.90 |

| | |
|---|---|
| Length of Roadway | 1.235 Miles |
| Cost of Roadway per Mile | $206,246.88 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $157,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 97,714.90 |
| | $254,714.90 |

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FOR FILING

F-724(6)

FI 1-4(7)

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1954

SUBJECT:

To:

Mr. L. H. Young
Ass't. Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Referring to the matter of providing a suitable septic tank and drainage field for the Carmichael property near Station 905 on the Frankport-Greggs Creek Section, I wish to advise that this matter has been discussed with the Property Department and it is their wish that the sewer system be revised along the lines suggested in your sketch and estimate at an approximate cost of $1,000. The property has no value without the sewer facilities and it is proposed to make some disposition of the remaining tract in an endeavor to salvage some of the cost of this acquisition.

Will you please submit the necessary Work Order, using concrete pipe.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
C. W. Parker

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MAY 1 1954

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MAY [illegible] 1954
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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

4121 To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between E. C. Hall and F. H. Slate Company, and J. C. Compton Company covering Items 32 to 37, inclusive, on the Frankport-Greggs Creek Contract No. 4121, Oregon F-124 (6), BF-124 (7), is approved and you may so inform the interested parties. It is noted on the subcontract that the prime contractor is to furnish the aggregates in Items 32, 34 and 35, and stockpile ready for the subcontractors use.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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FOR FILING

F-124(6)

BF-124(7)

4121

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1954

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Fred H. Slate and E. C. Hall Company and Johnson and Amens covering Items 25 and 26, on the Frankport-Greggs Creek Contract No. 4121, Oregon F-124 (6), and BF-124 (7), is approved.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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APR [illegible] 1954
FOR FILING

file

F-124(1)
[illegible]
4121

April 27, 1954

Fred H. Slate Co. Oreg. Ltd. and
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a cully executed copy of contract No. 4121, which was awarded to you on March 19, 1954 by the State Highway Commission, for grading and paving on the Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sene to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 23 1954
FOR FILING

F-124(6)
HF-124(7)

March 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 1, 1954 on Contract No. 4121, Frankport-Greggs Creek Unit, Rocky Point-Gold Beach Section in Curry County, in connection with Federal Aid Project No. F-124 (6), HF-124 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

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APR 23 1954
FOR FILING

| |
|---|
| F-114( ) |
| F-114(1) |
| 4121 |

AGENDA
APR 1 1954

3w-5

March 19, 1954

Fred H. Slate Co., Oreg. Ltd., &
E. C. Hall Co.
12012 S. W. Barbur Boulevard
Portland 19, Oregon

Gentlemen:

The State Highway Commission on January 21 accepted your proposal for grading and paving and furnishing rock in stockpiles on the Frankport-Greggs Creek Unit of the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County for the sum of $779,525.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4121.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Industrial Accident Commission
Mr. S. H. Probert
Mr. R. C. Smith
Mrs. Goldie Lewis

ER

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

Salem, Oregon
March 19, 1954
2:35 p.m.

Fred H. Slate Co., Oreg. Ltd., &
E. C. Hall Co.
12012 S. W. Barbur Boulevard
Portland 19, Oregon

Contract for Frankport-Greggs Creek Unit, Brush Creek-Greggs Creek Section of Oregon Coast Highway, Curry County, for which you submitted low bid on January 21 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

O. G. Polk
O. G. POLK
District Engineer

RECEIVED
MAR 23 1954
[illegible]

RECEIVED
Filed
FOR FILING
OREGON DISTRICT

[illegible]

4121

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 19, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-124(7), Frankport-Greggs Creek Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 4121 to Fred H. Slate Co., Oregon Ltd. and E. C. Hall Co. of Portland, Oregon, low bidder in the total amount of $779,525.50 for this project and Project F-124(6) at the January 21, 1954 bid opening.

Very truly yours,

O. G. Polk
O. G. POLK
District Engineer

RECEIVED
MAR 23 1954
SALEM
STATE HIGHWAY COMMISSION

File IVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-124(7)
[illegible]
4121

March 19, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-124(6), Frankport-Greggs Creek Section of the Oregon Coast Highway, we hereby concur as of this date in award of Contract No. 4121 to Fred H. Slate Co., Oregon Ltd. and E. C. Hall Co. of Portland, Oregon, low bidder in the total amount of $779,525.50 for this project and Project BF-124(7) at the January 21, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAR 23 1954
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
MAR 22 1954
FOR FILING

F-124(6)
BF-124(7)
[illegible]

March 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Frankport-Greggs Creek Section of the Oregon Coast Highway in Curry County, Project F-124 (6) and BF-124 (7), to Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co. of Portland, Oregon on the basis of the bid of $779,525.50 submitted on January 21, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

F-134([illegible])
[illegible])

## OREGON STATE HIGHWAY DEPARTMENT
## CONSTRUCTION DIVISION

### Soils Section
### Subbase & Base Design

**Section:** Frankport-Greggs Creek

**Highway:** Oregon Coast

**County:** Curry

**Prefix:**

**Res. Eng'r.:** G. C. Baker

**Length of Project:**

**Stations:** 693+50 to 943+00

The recommended total thickness of base plus wearing surface is 13 inches reinforced with selected subgrade material placed as follows:

| Stations | Thickness | | | |
|---|---|---|---|---|
| 693+50 to 704+50 | 18" | Selected | subgrade | material |
| 713+50 to 756+80 | 18" | " | " | " |
| 780+00 to 815+00 | 18" | " | " | " |
| 815+00 to 851+25 | 6" | " | " | " |

Design data is on the attached list.

Submitted by
~~Ass't. Construction~~ Engineer
Soils

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
~~Ass't~~. State Highway Engineer
Deputy

cc
Deputy
~~Ass't~~. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

12/29/53

RECEIVED

FOR FILING

F-124(6)

FI-124(7)

4121

January 25, 1954

F-124(6)

FI-124(7)

E. C. Hall Company &
Fred H. Slate Co. Oreg. Ltd.
12012 S. W. Barbur Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on January 21, 1954, accepted your bid in the amount of $779,525.50, using treated wood posts, for 4.85 miles of grading and paving of the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U.S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1

cc: Fred H. Slate Co. Oreg. Ltd.
7805 S. W. 40th Ave.
Portland 19, Oregon

H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

RECEIVED

X3 ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed Aid
Prog & Proj

F-124(6)

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-124(6), North Unit, Frankport-Greggs Creek Section of the Oregon Coast Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BF-124(7), South Unit, Frankport-Greggs Creek Section of the Oregon Coast Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice that allrights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

2-8304 Blodgett Rock Prod. Proj., 1954
Corvallis-Newport & Eddyville-
#4122 Blodgett Hwys.

2 - 3 - 1

9

April 27th, 1955

# FINAL COST ANALYSIS

Blodgett Rock Production
Contract #4122

Corvallis-Newport & Eddyville-Blodgett Highways
Prefix 2-8304-201(44)
Jed Wilson, Contractor
D. A. Moehring, Resident Engineer

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1"-0" Crushed Rock in Stockpile | 3,057.33 | Cu. Yd. | 2.03 | 2.39 | $ 6,214.71 | $ 7,307.02 |
| 3/4"-½" Crushed Rock in Stockpile | 1,222.62 | " " | 2.03 | 2.39 | 2,485.25 | 2,922.06 |
| ½"-¼" Crushed Rock in Stockpile | 6,082.59 | " " | 2.03 | 2.39 | 12,364.25 | 14,537.39 |
| ¼"-#10 Crushed Rock in Stockpile | 269.24 | " " | 2.03 | 2.39 | 547.29 | 643.48 |
| ¼"-0" Crushed Rock in Stockpile | 3,995.61 | " " | 2.03 | 2.39 | 8,121.98 | 9,549.51 |
| Hauling Cr. Rock Pile Measure | 7,313.69 | Yd. Mi. | 0.21 | 0.50 | 1,541.89 | 3,656.85 |
| PA #1, Prepare Stockpile Site | 100% | All | 495.71 | 500.00 | 495.71 | 500.00 |
| Force Account | | | | | 764.53 | 872.35 |
| | | | | | $32,535.61 | $39,988.66 |

| | |
|---|---|
| Gross Revenue | $39,988.66 |
| Total Cost | 32,535.61 |
| Net Profit | $ 7,453.05 |

Net Profit Equals 18.6% of Gross Revenue

NOTED
State Highway Engineer

# Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Labor | $9,547.74 | |
| Labor Insurance | 934.52 | $10,482.26 |
| **Materials:** | | |
| 1 - 1" x 24' Drill Steel | $ 26.30 | |
| 1 - 7/8" Carbide Bit | 14.70 | |
| 2 - 1/4" Carbide Bits | 21.00 | 62.00 |
| **Equipment Rentals & Miscellaneous Expenses:** | | |
| Equipment Rental (Owned) | $9,225.15 | |
| Gas, Oil & Grease | 2,696.90 | |
| Small Tools | 1,138.52 | |
| Bond | 299.91 | |
| P.L. & P.D. Insurance | 118.72 | |
| Home Office & General Overhead | 1,199.65 | 14,678.85 |
| Paid Messer and Associates for Drilling & Shooting | $7,312.50 | 7,312.50 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . | | $32,535.61 |

## Breakdown of Crushing Cost

| | Unit | Quantity | Total Cost | Unit Cost |
|---|---|---|---|---|
| Move In and Set Up | Cu. Yd. | 14,627.39 | $ 3,386.30 | $0.23 |
| Drill and Shoot | " " | " | 7,312.50 | 0.50 |
| Feed Crusher | " " | " | 5,948.67 | 0.41 |
| Crush | " " | " | 12,351.63 | 0.84 |
| Stockpiling | " " | " | 734.38 | 0.05 |
| Cost of Crushing & Stockpiling | Cu. Yd. | 14,627.39 | $39,733.48 | $2.03 |
| Cost of Haul | Cu. Yd. | 14,627.39 | $ 1,541.89 | $0.11 |

Total Crushing Hours = 280

Average Crush per Hour = $\frac{14,627.39}{280}$ = 52.2 Cu. Yd.

Remarks:

This is a "State Project" for the production of 14,627.39 cubic yards of crushed rock in stockpile for later use by the State in connection with maintenance operations on two state highways in Benton and Lincoln counties.

The sections of highway for which the crushed material was furnished are the Corvallis-Newport Highway between M.P. 36.60 and 46.95 and the Eddyville-Blodgett Highway between M.P. 0.00 and 19.29.

The contract was bid by Jed Wilson on February 24th, 1954, and awarded to him on March 23rd, 1954.

The contractor moved in a TD-18 International tractor with bulldozer blade into the State-designated quarry located on the Corvallis-Newport Highway at M.P. 44.0 and began stripping the quarry. The work was completed on April 14th, 1954.

The contractor hired Messer and Associates, Inc. to do the drilling and shooting of the quarry. This firm brought in their equipment and began drilling on this quarry on April 5th, 1954. This work was complete on May 6th, 1954, and the quarry was shot on May 7th, 1954. All work was suspended at this time.

On June 6th, 1954, the contractor began moving in and setting up his three-crusher crushing plant. He began crushing on June 22nd, 1954. As crushing progressed it was discovered that there was not enough suitable material in the quarry to complete the project.

Exploratory drilling in the State quarry site located on the Corvallis-Newport Highway at M.P. 44.1 began on July 8th, 1954, and was completed July 12th, 1954. This work showed that enough acceptable rock was available to finish the project. The drilling of this quarry began July 15th, 1954, and the quarry was shot on August 10th, 1954.

The contractor crushed using the first source of rock until July 29th, 1954, at which time he shut the crusher down until the second source of rock was ready. He resumed crushing on August 23rd, 1954, and the project was completed September 10th, 1954.

The contractor, having good equipment and supervision of the project himself, made a good profit.

Oscar Cutler
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
APR 25 1955
FOR FILING

2-8304
11

April 22, 1955

Schwenn & Brink
Attorneys at Law
Hillsboro, Oregon

Attention: Mr. Thomas A. Huffman

Gentlemen:

In response to your letter of April 21, we are forwarding by separate mail a certified copy of Contract No. 4122 awarded to Jed Wilson for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

MERVIN W. BRINK

**SCHWENN & BRINK**
ATTORNEYS AT LAW
LAWYERS BUILDING
HILLSBORO, OREGON
TELEPHONE 3881

W. C. SCHWENN

April 21, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Gentlemen:

On March 10, 1952, I filed with the Secretary of State an affidavit and notice of claim by E. A. Messer and Associates, Inc. against Jed Wilson, for work of rock production on the Blodgett Section of the Blodgett-Eddyville and Corvallis-Newport Highways in Benton and Lincoln Counties, under contract number 4122.

Will you please forward to me at your earliest convenience a copy of the above contract?

Thank you.

Very truly yours,

SCHWENN & BRINK

THOMAS A. HUFFMAN

TAH:sth
cc: Robert L. May, Jr.

RECEIVED
APR 22 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO

RECEIVED
MAR 23 1955
FOR FILING

2-[illegible]
4/1[illegible]

March 21, 1955

REFERRED TO [illegible]
BY SECRETARY

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

I am writing this letter on behalf of Mr. Jed Wilson. Mr. Wilson received a copy of a letter dated March 14, 1955, and addressed to Maryland Casualty Company to the effect that a claim had been filed by E.A. Messer & Associates, Inc. against Jed Wilson in the sum of $1,675.89 in connection with state highway contract No. 4122.

I have checked into this matter with Mr. Wilson and find the following to be the facts: On December 7, 1954, Mr. Wilson sent to E.A. Messer & Associates a check in the amount of $607.58 as the balance due. This check has not been cashed. The balance of the claim in the amount of $1,068.31 concerns furnishing of rock from Quarry No. 2 rather than Quarry No. 1 under contract No. 4122 for the Blodgett Section in Benton and Lincoln Counties.

This contract provided that the rock would be furnished from either one of the two quarries for the same price. E.A. Messer & Associates knew this, and agreed to furnish required rock at the same price. Mr. Wilson at no time agreed to pay any extra amount to E.A. Messer & Associates by reason of the fact that rock was taken from Quarry No. 2 rather than Quarry No. 1.

I trust that this clarifies the situation.

Very truly yours,

[illegible]

/s/ Avery A. Combs

By: Avery A. Combs

NOTED
R. R. GLAISYER

NOTED
FLOYD QUERY

AAC:ct

cc: Martin Knutson & Son
cc: State Highway Commission

NOTED ON CARD

RECEIVED
MAR 22 1955
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1955
FOR FILING

2-8314
11.2

Mrs Lewis

March 14, 1955

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Schwenn & Brink in behalf of E. A. Messer and Associates, Inc., against Jed Wilson, in the sum of $1,675.89. The claim is for labor and materials furnished in blasting quarry rock on State Highway Contract No. 4122 for rock production on the Blodgett Section of the Blodgett-Eddyville and Corvallis-Newport Highways in Benton and Lincoln Counties.

We provide this information as your Company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Martin Knutsen & Son
Mr. Jed Wilson

NOTED ON CARD

March 14, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. G. Stephens

Dear Sir:

This is to acknowledge your letter of March 10 to which were attached three copies of a claim filed with your office by Schwenn & Brink, Lawyers, in behalf of E. A. Messer and Associates, Inc., against Jed Wilson, in the sum of $1,675.89. This claim pertains to our Contract No. 4122, your file No. 3495.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

MERVIN W. BRINK

**SCHWENN & BRINK**
ATTORNEYS AT LAW
LAWYERS BUILDING
HILLSBORO, OREGON
TELEPHONE 3891

W. C. SCHWENN

March 8, 1955

Oregon State Highway Commission

Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Gentlemen:

Enclosed you will find a copy of the notice and affidavit I have filed with the Secretary of State in connection with the claim of E. A. Messer and Associates, Inc., against Jed Wilson, arising out of the above contract.

In your letter of December 6, 1954, you requested a statement showing the amount of the claim of E. A. Messer and Associates, Inc., against Mr. Wilson, and I assume that the statement in the affidavit will be sufficient for this purpose. If not, I will have Mr. Messer submit a formal account to your office.

Very truly yours,

SCHWENN & BRINK

By Thomas A Huffman
THOMAS A. HUFFMAN

TAH:sth
Encl

REFERRED TO [illegible]
BY SECRETARY

NOTED [illegible]

RECEIVED
MAR 10 1955
OREGON
STATE HIGHWAY COMMISSION

# NOTICE

March 8, 1955

Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, E. A. Messer and Associates, Inc., has a claim for labor and materials furnished in connection with the blasting of quarry rock, in the sum of $1,675.89 against the bond taken from Jed Wilson and the Maryland Casualty Company, through their agent, Martin Knutsen and Son, 189 12th Street, Astoria, Oregon, for the work of rock production on the Blodgett Section of the Blodgett-Eddyville and Corvallis-Newport Highways in Benton and Lincoln Counties, pursuant to State Highway Contract No. 4122.

E. A. MESSER AND ASSOCIATES, INC.

By EAMesser

# AFFIDAVIT

STATE OF OREGON )
) ss
County of Washington )

I, E. A. MESSER, being first duly sworn, depose and say:

That I am the president of the contracting firm of E. A. Messer and Associates, Inc., of Portland, Oregon; that Jed Wilson was awarded Oregon State Highway Contract No. 4122 for rock production on the Blodgett Section of the Eddyville- Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties; that said Jed Wilson requested E. A. Messer and Associates, Inc., to carry on blasting operations for the purpose of producing the rock required by Jed Wilson for the performance of the said State Highway Contract; that pursuant to this agreement, E. A. Messer and Associates, Inc., produced 14,625 cubic yards of rock and that by reason thereof, the sum of $6,706.11 has been paid by Jed Wilson to E. A. Messer and Associates, Inc., and that there is now due and unpaid the sum of $1,675.89 for labor performed in connection with this contract.

E A Messer

Subscribed and sworn to before me this 8th day of March, 1955.

Notary Public for Oregon
My Commission Expires September 20, 1958

RECEIVED
MAR 15 1955
FOR FILING

| |
|---|
| |
| 2 - 8304 |
| 4122 |

Mrs Lewis

March 14, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of March 10 to which were attached three copies of a claim filed with your office by Schwenn & Brink, Lawyers, in behalf of E. A. Messer and Associates, Inc., against Jed Wilson, in the sum of $1,675.89. This claim pertains to our Contract No. 4122, your file No. 3495.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

**EARL T. NEWBRY**
SECRETARY OF STATE
SALEM, OREGON

March [illegible], 1955

Mr. [illegible], Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received from [illegible], [illegible], [illegible] affidavit and notice of claim of L. [illegible] Messer and Associates, Inc., for labor and materials furnished in connection with the [illegible], in the sum of $[illegible],775.[illegible], against the [illegible] from Jed [illegible] and the [illegible] Company, for the [illegible] of the [illegible] Section of the [illegible]-[illegible] Highways in [illegible] Counties, State Highway Contract No. [illegible], [illegible] File No. [illegible].

We are enclosing three copies for your information and files. Please acknowledge receipt [illegible] for our records.

We are enclosing a copy of the letter of [illegible] for further information.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk

[illegible]
Enc.

RECEIVED
MAR 14 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
gl

HERMAN W. BRINK

SCHWENN & BRINK
ATTORNEYS AT LAW
LAWYERS BUILDING
HILLSBORO, OREGON
TELEPHONE 3001

W. C. SCHWENN

March 8, 1955

Secretary of State

Salem, Oregon

Re: Faithful Performance Bond
of Jed Wilson
State Highway Contract No. 4122

Dear Sir:

Enclosed please find a notice of claim submitted by E. A. Messer and Associates, Inc., in connection with the above mentioned contract, together with the affidavit of E. A. Messer, president ofthe corporation, setting forth the amount and nature of the claim.

Will you please forward to this office a certified copy of the above contract and bond taken in connection therewith.

Thank you.

Very truly yours,

SCHWENN & BRINK

By Thomas A. Huffman
THOMAS A. HUFFMAN

TAH:sth
Encl

SECRETARY OF STATE
RECEIVED
MAR 10 1955
EARL T. NEWBRY

RECEIVED
FOR FILING

2-1309
[illegible]
4122

Sundquist Road
South City Limits
Seaside, Oregon
Hamlet Route

WILSON'S ROCK CRUSHER

Phone 14J5
Jed Wilson, Prop.

December 13, 1954

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

In answer to your letter of Dec. 6, 1954, I have sent a check to E. A. Messer & Associates on Dec. 7, 1954 for the amount due them on Contracts #4090 and # 4122, respectively the check were for $ 4,439.06 and $607.58. This amounted to 14,716.38 cu. yds. which they shot on Contract #4090 and 14,627.93 cu. yds. they shot on contract #4122.

These checks were made out to the Commercial Bank of Oregon as we had an assignment from Mr. Messer to send the checks to them, but I sent these direct to Mr. Messer and made them to the Bank.

You may check with the final on contract #4122 and find that is the total amount of yardage I crushed there. On contract #4090, some of the rock was shot already and this amount is a total of the material crushed after Mr. Messer shot the pit.

I had previously informed Mr. Messer that I would make final payment on these contract around the first of December.

Sincerely,
/s/ Jed Wilson
Jed Wilson

CC; Martin Knutsen & Son
189 Twelfth St.
Astoria Oregon

The Commercial Bank of Oregon
Hillsboro, Ore.

[illegible] & Associates, Inc.

RECEIVED

FOR FILING

2 12 4

NOTED

December 10, 1954

Mr. Jed Wilson and/or C & W Crushing Company
Seaside, Oregon

Gentlemen:

Thank you for your letter of December 7 with checks enclosed.

It is noted that your accounting on the Blodgett job, contract #4132, does not include the additional allowance for the work we completed at the second quarry site.

You will recall that we had a definite agreement with you that our price at the second quarry site would be 65 cents per cubic yard and this was to be our price regardless of whether you were reimbursed by the state for it. You will also recall that we discussed this with Messrs. Moehring and Walker and it was definitely understood with them that our work at the second quarry site would be on this basis. This was brought about by the fact that our original pricing was based on the first quarry site which we examined and which was owned by the State Highway Department. Our contract was with you and not with the State Highway Department and we were not officially recognized as sub-contractors by the State Highway Department. We had never examined the second quarry location and certainly could not be expected to accept it on the same basis as the original one when it was perfectly obvious that it would cost us more to produce rock from the second location. Our cost figures on both quarry sites are available for inspection and our figures will substantiate the fact that our price for drilling and blasting at the second location certainly should have been 65 cents.

In view of the above facts, we do not accept your check for $607.50 as the final amount due us. The correct figures according to our agreement are as follows:

7495 cubic yards produced at first quarry site at 50 cents
$3,737.50
7130 cubic yards produced at second quarry site at 65 cents
$4,634.50
Total $8,372.00
Total amount received from you to date to apply on this

NOTED
FLOYD QUERY

contract $7,313.69. Balance due $1,068.31. We shall expect your check in this amount to conclude the contract.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

BY EAMesser
E. A. Messer

cc to Mr. J. D. Walker
Mr. D. H. Moehring
Mr. H. B. Glaisyer

EAM:jt

NOTED ON CARD
12-10-54

RECEIVED
DEC 9 - 1954
FOR FILING

2-8304
4122

COPY FOR: J. D. Walker

December 6, 1954

E. A. Messer & Associates, Inc.
Portland Trust Building
Portland 4, Oregon

Gentlemen:

This letter is in reply to yours of December 4th, addressed to Mr. J. D. Walker, Division Engineer, with a carbon copy to this office.

State Highway Contract No. 4122 for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties was awarded to Jed Wilson March 23, completed September 10 and accepted by the State Highway Commission on October 28, 1954. Final payment was mailed to the contractor November 26.

The Maryland Casualty Company through Martin Knutsen and Son, 189 Twelfth Street, Astoria, furnished the bond for this contract to assure satisfactory completion of the job and payment of all bills incurred on it. It is suggested that if you cannot arrive at a settlement with the contractor that you file your claim with the surety.

In the event that you may wish to protect your claim against the bond for a period longer than six months following acceptance of the contract by the Commission, it is suggested that you file the claim with the Secretary of State. For your convenience in preparing this latter filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Will you please provide us with a statement showing the amount of your claim against Mr. Wilson.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
12-6-54

FAC:mdn
Attach.

E. A. MESSER & ASSOCIATES, INC.

December 4, 1954

Mr. Jed Wilson
General Delivery
Mitchell, Oregon

Dear Jed:

It is noted that you state in your letter of November 22nd that you have paid us the total amount due us on the Blodgett Rock Production Job. As previously stated, we have not received the total amount due under this contract and have given you the benefit of our records so that you could check your own to locate the discrepancy. You have not given us the benefit of your accounting on this job and the fact remains that according to the state measurement there were 7495 cubic yards produced from the first quarry and 7130 cubic yards from the second quarry and we have received a total amount from you to apply on this contract of $6,704.93. We have also received from you $334.56 to apply on the extra force account work which we did that had no bearing on our rock production contract with you. From these figures you can readily see that we have not received the full amount due us under the contract on any basis.

Unless we receive remittance from you within ten days from the above date, covering the balance due us as stated in our letter of November 16, we have no recourse but to take legal action to protect our interests.

This letter can also serve as notice to you that unless we receive full settlement for all the rock produced by us at the Bradley Park location within ten days, we shall take legal action to protect our interests.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

BY EAMesser
E. A. Messer

cc to Mr. J. D. Walker
Mr. David H. Moehring

EAM:jt

12-11-54

E. A. MESSER & ASSOCIATES, INC.

December 4, 1954

Mr. J. D. Walker, Division Engineer
Oregon State Highway Department
Salem, Oregon

SUBJECT: Blodgett Rock Production
Contract #4122

Dear Mr. Walker:

The attached copy of my letter to Jed Wilson is self-explanatory.

In your letter of November 12, you state that a formal claim may be filed with the Highway Commission Secretary in Salem in order to collect the amount due us under this contract. We wish to make the claim and will thank you to advise us of the correct procedure.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

BY EAMesser
E. A. Messer

cc to Mr. D. H. Moehring
Mr. H. B. Glaisyer

EAM:jt

REFERRED TO
Glaisyer
BY SECRETARY

tell them how 4 file claim

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 9 - 1954
FOR FILING

Lewis

2-8304
211

December 6, 1954

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter from E. A. Messer and Associates, Inc., Portland Trust Building, Portland 4, in which they state that Jed Wilson owes them an unstated amount for labor and services provided by them on State Highway Contract No. 4122, awarded to Jed Wilson for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties. Messer and Associates apparently crushed some rock for Mr. Wilson on this contract.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Martin Knutsen & Son
189 Twelfth Street
Astoria, Oregon

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

NOTED ON CARD
12-6-54

2-8304

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 24, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4122 | 6-Final | Jed Wilson | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23863 | R-109034 | $ 1,205.70 | 11/24/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: July 31, 1954

Time Extensions: to Sep. 30, 1954

Completion Date: Sep. 10, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 11-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
11-26-54

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV
FOR FILING

*file*

E. A. Mes[illegible]r & Associates, Inc.

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
NOV 19 1954
OREGON
STATE HIGHWAY COMMISSION

November 16, 1954

Mr. Jed Wilson and/or
S & W Crushing Company
General Delivery
Mitchell, Oregon

Subject: Blodgett Rock Production Project, Contract 4122, and
Bradley Park Paving Project, Contract 4090.

Dear Jed:

As outlined to you in previous conversation and correspondence, we have never been able to reconcile our figures with yours on either of the above noted projects. In order to clarify the quantities and figures, we are listing below the details of both contracts in chronological order.

BLODGETT ROCK PRODUCTION PROJECT, CONTRACT 4122.

The date of our sub-contract agreement with you on this project was March 31, 1954. It calls for us to produce for your crusher by drilling and blasting approximately 15,000 cubic yards of rock at 50 cents per cubic yard from the quarry site owned by the Oregon State Highway Department. We moved into the first quarry site on April 5th and started drilling operations. On April 14th, the first 50 holes were loaded and shot. Due to the fact that rock was not present at the first quarry site as indicated by the state, we were forced to conclude drilling operations on May 3rd and on May 7th the final shot was made there and our equipment moved out. Total rock crushed from this operation was 7,495 cubic yards according to a letter from Mr. David H. Moehring, Resident Engineer, dated October 6, 1954. The state continued geological exploration and core drilling for the location of additional rock near the original quarry site during the months of May and June. On July 7, in the presence of you, Mr. J. E. Walker, Division Engineer, Mr. David H. Moehring, Resident Engineer, and a member of the state highway department geological staff, we agreed to bring in an air compressor and wagon drill for the purpose of testing the rock in the floor of the old quarry north of the highway. This work was for the highway department and it was agreed by all present that it should be handled on a force account basis as extra work at the rates prescribed in the State Highway Department General Specifications. We proceeded with the force account drilling operations on July 8th through the 9th and completed them to the satisfaction of the state engineers on July 12th. On July 23rd, at the instruction of Mr. Moehring, our statement was made up according to specifications and mailed directly to him. The total amount of this statement was $371.69. This statement was subsequently approved and forwarded to Salem for payment. Payment was then made to you by the highway department and you included $334.56 of the amount in your check number 268 sent to us on October 5th. Apparently, however, you have applied this amount on our contract and have not classed it as extra work. Also, there was a deficiency of $37.13 from the amount of our statement to the state.

After the force account drilling was completed on the 12th, we again met with you and agreed to proceed with drilling and blasting operations in quarry site #2 for a price of 65 cents per cubic yard for all rock produced and used by your crusher. This was due to the extra cost incurred by us caused by the delay, additional move-in and move-out and the higher cost involved in drilling and blasting the rock in quarry site #2. In order to eliminate a delay in your crushing operation, we were forced to bring in a 600 CFM air compressor and two large wagon drills which were operated on a double shift basis. Drilling was started at the new location on July 15th, the quarry was shot on August 10th and our equipment moved out on August 11th. The crushed rock resulting from this operation amounted to 7,130 cubic yards according to the letter from Mr. Moehring, dated October [illegible]th. The following details giving dates, amounts and quantities are furnished for your convenience in checking.

| AMOUNTS DUE US | |
|---|---|
| Rock produced from first quarry site, 7495 at 50 cents | $3,747.50 |
| Rock produced from second quarry site, 7130 at 65 cents | $4,634.50 |
| Total amount due under contract 4122 | $8,382.00 |
| Total amount due from extra work on force account basis | 371.69 |
| Grand total due | $8,753.69 |

| DATES AND AMOUNTS RECEIVED FROM JED WILSON IN PAYMENT | |
|---|---|
| Aug. 4, 1954 | $1,161.00 |
| Sept. 10, 1954 | 1,763.55 |
| Oct. 6, 1954 | 3,361.97 |
| Nov. 5, 1954 | 662.52 |
| | $6,949.14 |
| Invoice from Benton-Lincoln Electric Co-op, Inc. paid by Jed Wilson for us for services by them | 90.35 |
| Total amount received | $7,039.49 |
| Balance due E.A.MESSER & ASSOC., INC. from contract #4122 | $1,714.20 |

## BRADLEY PARK PAVING PROJECT, CONTRACT 4020.

Our sub-contract with you on this project was dated March 11, 1954. It called for us to produce by drilling and blasting approximately 9,000 cubic yards of rock at 48 cents. In April, an addendum to the original contract was signed by you, increasing the yardage to approximately 15,000 cubic yards to be produced at the same price. We moved in and started drilling operations on March 12 and continued until May 5th, at which time the equipment was shut down until May 10th. Drilling and blasting was then continued until May 15th, at which time we moved out. In addition to the contract, we did extra work for you on a force account basis in a total amount of $446.30 for which statements were mailed to you on May 4th and June 9th. Your check in the amount of $446.30 covering the force account work was received on July 17th as will be noted in the details given below. As of this date, we have received a total of $2,724.80 from you to apply on this contract, and $446.30 to cover the extra work as outlined above. We have never as yet received an official quantity figure on the job; however, our explosive factor indicates that we blasted approximately 18,000 cubic yards of rock in solid measure.

DATES AND AMOUNTS RECEIVED FROM JED WILSON IN PAYMENT

| ON CONTRACT | | ON EXTRA WORK | |
|---|---|---|---|
| May 10, 1954 | $1,624.80 | July 17, 1954 | $ 446.30 |
| July 17, 1954 | 600.00 | | |
| October 6, 1954 | 500.00 | From contract | 2,724.80 |
| Total amount received | $2,724.80 | Received to date | $3,171.10 |

We of course have been concerned over the discrepancies in both contracts and it has been not only inconvenient but extremely costly to us to have our working capital tied up in these contracts for such a long period of time. Your last letter dated November 3rd on the Blodgett job indicated that your check for $662.52 was "final payment". As you can see from the details given above, there is no way to reconcile such a figure on any basis.

The purpose of this letter is to place you on notice of the discrepancies and to ask that you examine your records at once and give us the benefit of your findings. This letter will also serve as formal notice to you that we expect both contracts to be liquidated in full as per our agreements without further delay.

Very truly yours,

E. A. MESSER & ASSOCIATES, INC.

BY EAMesser
E. A. Messer

EAM:jt

cc to Mr. J. D. Walker
Mr. David H. Moehring

RECEIVED
NOV 1 6 1954
FOR FILING

41[illegible]

November 15, 1954

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

State highway contract No. 4122 for work performed on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton & Lincoln Counties was completed by the contractor, Jed Wilson, on September 10, 1954 and was formally accepted by the Highway Commission on October 2[illegible], 1954.

Final payment in the amount of $1,205.70 will be released to the contractor on or after November 26, 1954. The total contract amount is $39,98[illegible].66, of which amount $872.35 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Company
Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
11-15-54

RECEIVED
FOR FILING

2 - King

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

files

November 12, 1954

Mr. E. A. Messer
Box 54
Hillsboro, Oregon

Dear Sir:

In regard to your question of final payment of the Blodgett Rock Production Project, Contract No. 4122, the final payment of $1,205.70 has not been paid as of this date. We expect that this payment will be made within the next few days.

The semi-final estimate on the Gnat Creek-Bradley Park Paving Project, Contract No. 4090, has been submitted and a semi-final payment will be made during the latter part of this month.

If you are having trouble collecting your claim directly from the contractor, a formal claim may be filed with the Highway Commission Secretary in Salem.

Yours very truly,

J. D. Walker
Division Engineer

By F. T. Lacey
F. T. Lacey
Division Office Engineer

FTL:AM
cc Mr. H. B. Glaisyer ✓
Mr. D. C. King
Mr. D. H. Moehring

NOTED
FLOYD QUERY

REFERRED TO
BY SECRETARY

RECEIVED
OCT 26 1954
FOR FILING

2-1-11
4122

October 26, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Jed Wilson on contract No. 4122, for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties. This payment, in the amount of $5,268.61, will be released to the contractor on or after November 5, 1954. The retained percentage is $1,199.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
[illegible]

RECEIVED
OCT 11 1954
FOR FILING

October 11, 1954

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from August 30 to September 30, 1954, within which to complete your contract No. 4122 for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

David Woehring,
Resident Engineer

[illegible]. C. Smith,
Construction Engineer

Form E-1—10M

2-8304

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 18, 1954

Section Blodgett

Kind of work Rock Production

Highway Corvallis * Newport

Section prefix 2-8304

Contractor Jed Wilson

Contract number 4122

Date of contract March 23, 1954

Date of completion August 31, 1954

Date work started April 5, 1954

Estimated date of completion September 10, 1954

Project authorization $45,175.00

Exclusive of Engineering $41,927.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $39,849.95

Per cent of contract completed, based on total contract price 95 %

Engineering authorization $3248.

Engineering cost to date $3122., 96 %

Date project was completed September 10, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

| | | |
|---|---|---|
| Final Production Figures: | 1"- 0" | 3056.49 Cu. Yds. |
| | 3/4"- 1/2" | 1244.42 " |
| | ½"- ¼" | 6081.05 " |
| | ¼"- #10 | 252.25 " |
| | ¼"- 0" | 3939.62 " |
| Totlal | | 14,573.84 Cu. Yds. |

NOTED
H. G. SMITH

Contractor has been moving his plant out this week.. Will probably have area cleaned up next week some time.

NOTED
FORREST COOPER

RECEIVED
1954

Signed David H. Meling

Address Box 110 Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 14,573.84 Cu. Yds. | | |
| Estimated quantities moved or placed to date | | | 14,573.84 Cu. Yds. | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................................. County, ........%; .................................. County, ........%; .................................. County, ........%; .................................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ................, . . . . . ................, . . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | cloudy | | |
| Tuesday | " | | |
| Wednesday | heavy rain | | |
| Thursday | cloudy | | |
| Friday | " | | |
| Saturday | | | |

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SEP 1 4 1954
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2-1924
41

September 13, 1954

Hayter & Shetterly
Dallas City Bank Building
Dallas, Oregon

Attention: Mr. Philip Hayter

Gentlemen:

Jed Wilson whose address is Hamlet Route, Seaside, Oregon, has been awarded State Highway Contract No. 4122 for rock production on the Eddyville-Blodgett and Corvallis-Newport Highways on what is known as the Blodgett Section. It may be that it was in connection with this contract that your client, Mr. Kenneth L. Richards, suffered an injury during August, 1954.

This letter is in reply to yours of September 11th in which you inquire as to who the contractor may have been in this vicinity.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

**HAYTER & SHETTERLY**
ATTORNEYS AND COUNSELORS AT LAW
DALLAS CITY BANK BUILDING
DALLAS, OREGON

PHILIP HAYTER
KENNETH E. SHETTERLY

TELEPHONE 3479

September 11, 1954

4122

State Highway Commission
Salem, Oregon

Dear Sirs:

We represent Kenneth L. Richards of rural Route 2, Monmouth, Oregon who was injured on or about August 18, 1954 on State Highway 26 while driving by the rock quarry situated approximately three miles west from Wren, as a result of a charge of dynamite set off in the quarry during blasting operations. He had entered the highway a short distance to the west of the quarry and tells me there were no signs or flagmen to warn him of the danger.

I understand the quarry was being operated for you by one of your prime contractors getting out rock for your stockpile and the prime contractor in turn had let a subcontract for the blasting operations to Ernest Messer and Associates, Inc., of Portland and Hillsboro.

Will you please inform me of the name and mailing address of your prime contractor who had charge of this particular quarry operation in mid-August.

Very truly yours,

Philip Hayter

PH:jl

RECEIVED
SEP 13 1954
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

prepare – [illegible]

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SEP 22 1954
FOR FILING

September 21, 1954

Request for extension of time
No. 21
September 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Jed Wilson for an extension of time on the Blodgett Rock Production Project, Contract No. 4122, from August 30, 1954 to September 30, 1954.

The rock quarry specified for this contract proved inadequate in quantity, and it was necessary for the contractor to wait for the Department to locate and acquire another quarry.

The delay was not the fault of the contractor, and I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:js me

Enclosure

cc Mr. H. G. Smith

RECEIVED
AUG 19 1954
FOR FILING

2-8-04
4122

August 18, 1954

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from July 31 to August 30, 1954 within which to complete your contract No. 4122, for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

David Moehring,
Resident Engineer

R. G. Smith,
Construction Engineer

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FOR FILING

| |
|---|
| [illegible] |
| |
| [illegible] |

July 30, 1954

Request for extension of time
No. 13
August 9 and 10 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Jed Wilson for an extension of time on the Blodgett Rock Production Project, Contract No. 4122, from July 31, 1954 to August 30, 1954.

The quarry specified under this contract did not contain sufficient material and it was necessary for the Department to explore and acquire an additional quarry. This necessarily delayed the contractor and I, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

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APR 23 1954
FOR FILING

2-8[illegible]

4122

April 22, 1954

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4122, which was awarded to you on March 23, 1954 by the State Highway Commission, for rock production on the Blodgett Section of the Eddyville-Blodgett and Corvallis-Newport Highways in Benton and Lincoln Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

3-[illegible]

4122

AGENDA
APR 1 1954

3a-6

March 23, 1954

Mr. Jed Wilson
Hamlet Route
Seaside, Oregon

Dear Mr. Wilson:

The State Highway Commission on February 24, 1954 accepted your proposal for the Blodgett Rock Production Project on the Corvallis-Newport and Eddyville-Blodgett Highways in Benton and Lincoln Counties for the sum of $34,600.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired. This note is to inform you that such condition has now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4122.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Goldie Lewis

E.R.

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a full rate telegram | |
| FULL RATE TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

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S
E

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHIP RADIOGRAM | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | | | | 3:10 P. M. |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

March 23, 1954

Jed Wilson
Hamlet Route
Seaside, Oregon

Contract for Blodgett Rock Production Project, Benton and Lincoln Counties, for which you submitted low bid on February 24, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Files ✓

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[redacted] [illegible] Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

RECEIVED
FOR FILING

2-[illegible]

4172

February 26, 1954

Mr. Jed Wilson
Hamlet Rt.
Seaside, Oregon

Dear Sir:

The State Highway Commission on February 24, 1954 accepted your bid in the amount of $39,600 for a rock production project on the Corvallis-Newport and Eddyville-Blodgett Highways in Benton and Lincoln Counties, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure-1
cc: H. G. Smith
S. H. Probert
SIAC W. M. Franzwa

3-1047 New Era and Aurora Hills (Passing 1954
Lanes) Sec. of the Pacific Hwy. E.
#4123

3-

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 20, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4123 | 4-final | ACME CONSTR. CO. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 18946 | R-104354 | $ 1,112.30 | 9/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

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Specified completion Date: Aug. 31,1954

Time Extensions: None

Completion Date: July 23, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 9-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 23 1954

NOTED ON CARD
9-23-54

RECEIVED
FOR FILING

September 8, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 4123 for work performed on the New Era and Aurora Hills (Passing Lanes) Section of the Pacific Highway East in Clackamas County was completed by the contractor, Acme Construction Co., on July 23 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $1,112.30 will be released to the contractor on or after September 18, 1954. The total contract amount is $32,266.98 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Pleas acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

9-8-54

RECEIVED
FOR FILING

[illegible]
[illegible]

August 11, 1954

United Pacific Insurance Co.
Victor [illegible]. Risley, Agent
508 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. on contract No. 4123, covering the New Era and Aurora Hills (Passing Lanes) Sections of the Pacific Highway East in Clackamas County.

This payment, in the amount of $21,082.56, will be released to the contractor on or after August 21, 1954. The retained percentage is $963.55.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-11-54 S

Form E-1—1654

3-
4123

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1954

Section New Era & Aurora Hills (Pass. Lanes) Kind of work Grading & Pavement Widening

Highway Pacific East

Section prefix 3-1047

Contractor Acme Construction Co.

Contract number 4123

Date of contract April 1, 1954

Date of completion August 31, 1954

Date work started May 26, 1954

~~XXXXXX~~ date of completion July 23, 1954

Amount of contract . . . . . . . . . . $ 30,718

Per cent of time elapsed 74.3 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . $ 32,118.23

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . 104.56 %

Engineering cost to date $2300, 98 %

Date project was completed July 23, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Skelton, Division Engineer, made the final inspection of the two passing lane projects on Monday. He asked some clean out of the ditches and repair of a small area of pavement failure on the New Era Hill sectipn. This work was done on Thursday and Friday and the jobs were considered completed on Friday, July 23, 1954.

NOTED
H. S. SMITH

NOTED
B. A. MARTIN

RECEIVED
1954

Signed Willard J [illegible] Res. Eng'r.

Address Portland

NOTED
FORREST CO[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.69 | 1.69 | | | 1.69 |
| Miles partially completed | | | | | |
| Miles completed | 1.69 | 1.69 | | | 1.69 |
| Total estimated quantities | 4402.8 | 5358 | | | 2605.03 T |
| Estimated quantities moved or placed to date | 4402.8 | 5358 | | | 2605.03 T |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair all week | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

State Printing

RECEIVED
MAY 3 1954
FOR FILING

3-1447

4123

May 3, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4123, which was awarded to you by the State Highway Commission on April 1, 1954, covering the New Era and Aurora Hills (Passing Lanes) Section of the Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

3-1041

4123

April 5, 1954

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4123 for 1.7 mi. of grading and pavement widening on the New Era and Aurora Hills (Passing Lanes) Section of the Pacific Highway East in Clackamas County. This award was based on your bid of $29,395, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

9-3654 Bend Car Storage Shed. 1954

4124

RECEIVED
[illegible] 1 - 1954
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 26, 1954

| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
|---|---|---|---|
| 4124 | 4-final | MODERN MATERIALS CO. | |
| **(VOUCHER NO.)** | **(WARRANT NO.)** | **(AMOUNT)** | **(DATE)** |
| 17666 | R-102564 | $ 2,258.75 | 8/25/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: **July 31, 1954**

Time Extensions: **None**

Completion Date: **July 30, 1954**

Date Accepted: **Aug. 9, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **8-27-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 27 1954

RECEIVED
FOR FILING
1-[illegible]

August 16, 1954

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4124 for construction of car storage shed at Bend, Deschutes County, was completed by the contractor, Modern Materials Co., and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $2,258.75 will be released to the contractor on or after August 26, 1954. The total contract amount is $11,000.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
8-16-54

RECEIVED
MAY 5 1954
FOR FILING

9-22-4

4124

May 4, 1954

Modern Materials Co.
217 S. Sixth Street
Redmond, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4124, for constructing Bend Car Storage Shed in Deschutes County, awarded April 1, 1954.

Contract No. 4141, for constructing Salem Maintenance Building in Marion County, awarded April 2, 1954.

A copy of each of the above contracts is also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

RECEIVED
APR 5 1954
FOR FILING

1-3[illegible]-1

412-1

April 5, 1954

Modern Materials Company
217 Sixth Street
Redmond, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4124 for construction of Bend Car Storage Shed in Deschutes County. This award was based on your bid of $11,050, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

RECEIVED
MAR 26 1954
FOR FILING

9-3651

4124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

To:

MEMORANDUM TO THE FILE:

[illegible]

[illegible]

[illegible] change

It was pointed [illegible]

> [illegible]

> [illegible] was a reasonable [illegible] of the [illegible]

> [illegible] require such [illegible] not be subjected to pressure [illegible] from the [illegible]

NOTED
W. W. STIFFLER

[illegible]

[illegible] the proposed [illegible]

[illegible] the project

[illegible] building.

[illegible]

[illegible]

|  |  |  |  |
|---|---|---|---|
|  |  |  |  |
|  |  | W.W. Stiffler — |  |
|  |  |  |  |
|  | Copies to | Chandler - |  |
| **NOTED**<br>W. W. STIFFLER |  | Paxson -<br>Halik . |  |

RECEIVED
FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

9-3654

412-1

Salem, Oregon
December 22, 1953

SUBJECT: Proposed car storage shed
at Bend Shops

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Dear Sir:

The 1954 Shop Building Improvement Budget includes an item for a car storage building to be constructed at the Bend Shops. We attach hereto a plot plan of the Bend Shops showing the proposed location of this building.

It is planned to construct a 20 car storage shed with block masonry ends and back without windows. The front will be of wood posts and wood up lift doors. Uplift doors should have one section glazed. The floor can be crushed gravel with a light oil surface supplied by the section crew. It is estimated that the car stalls can be built 9'6" center to center with an over-all length of the building 192'x22' deep.

| | |
|---|---|
| Our estimate of cost is 4224 square feet at $3.00 - | $12,672 |
| Plus 12½% for engineering and conting. - | 1,584 |
| Total | $14,256 |

The amount budgeted for this item was $14,000. It is contemplated that there will be no windows in the back or end walls and there will be no plumbing or heating but there should be a few overhead interior lights and possibly some flood lights in front. You will note the back of the building is located on the proposed fence line and it is presumed that no fence will be required back of the building. There is a possibility that a door should be placed in the middle of the back wall to provide ready access to the Division Office building. This should be a heavy door with some kind of an automatic lock inasmuch as there is no fence or fence gate.

Mr. Chandler is quite anxious that this building be let to contract at as early a date as possible.

Very truly yours,

I. A. Dorrance
Assistant Maintenance Engineer

IAD:db
Encl.
cc- W. W. Stiffler - Encl.
cc-

NOTED
W. W. STIFFLER

15-1608 Medford Traffic Signal 1954
Installation
#4125

15-1

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 21, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4125 | 3-final | STEECK ELEC. CO. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 19298 | R-104440 | $ 723.75 | 9/20/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: **Aug. 31, 1954**

Time Extensions: **None**

Completion Date: **Aug. 6, 1954**

Date Accepted: **Sep. 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

---

Date: **9-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 29 19[illegible]
Aura

NOTED ON CARD
[illegible]

RECEIVED
SEP 10 1954
FOR FILING

September 9, 1954

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

State Highway Contract No. 4125 for work performed in connection with installation of traffic signal at Medford in Jackson County was completed by the contractor, Steeck F Electric Co., on August 6, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $723.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,790.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

9-9-54 g

RECEIVED
FOR FILING

15-1608

4125

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

FORM S-123 50M REVISED 2-53

May 18, 1954

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This will acknowledge receipt of your letter of May 15, in regard to the traffic signal installation at the intersection of Main and Fir Streets. It is believed that at the time that Mr. George first discussed this installation with you it was decided that it would be preferable to place the new poles immediately adjacent to the existing luminaire poles. By so doing, the luminaires could be kept in service throughout the period of the traffic signal installation. Then, at such time as the traffic signal installation is completed the power company can shift the luminaire unit from the existing pole to the new signal pole, remove the old pole and burn off the anchor bolts. If the signal pole was to replace the luminaire pole in the exact position, it would be necessary to remove the luminaire pole, remove the existing base and pour a new base, consequently, shutting down the street lights for a period of approximately two weeks.

It is true that under the system which is being used, the signal pole will be placed inthe crosswalk area. However, it will be at the extreme edge of the crosswalk and should not be hazardous nor unsightly.

You also advise that the contractor has not provided for a ground in the controller bases. If you will check on Page 8 of the specifications, of which you have a copy, under Pole Bonding you will note that a ground is called for in the plans. The installation will not be accepted until such time as the specifications are met.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

VJ:mm
bc: W.C.Williams

R

RECEIVED
FOR FILING

15-1608

4125

April 22, 1954

Steeck Electric Co.
119 North Stephens
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4125, which was awarded to you April 1, 1954 by the State Highway Commission, covering traffic signal installation in Medford on the Pacific and Medford-Provolt Highways in Jackson County.

A copy of this contract is also being snet to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

15-1608

4125

April 5, 1954

Steeck Electric Company
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4125 for installation of Medford Traffic Signal in Jackson County. This award was based on your bid of $5,790, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

p

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 31, 1954

15-1608

4125

Medford
4853
4843
4654
4415
[illegible]
4245

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Thorpe:

This will acknowledge receipt of your letter of March 24, 1954, in regard to the plans and specifications covering the installation of traffic signals at the intersections of Central Avenue and Fourth Street and Main and Fir Streets. Prior to the time that work is started on these two intersections a representative of the Traffic Engineering Division will contact you and discuss the proposed changes in pole locations and power outlets as suggested by you. These matters can be handled in the field.

The pavement cuts at the Mcandrews Road installations will be repaved by the State Highway Department as soon as possible. We do not require the contractor to replace the pavement.

In response to your request, we are sending to you under separate cover one copy of the plans and specifications covering the two new installations.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By
(For) F. B. Crandall
Traffic Engineer

VJ:mm
bc: W.C.Williams
Val Johnson

RECEIVED
MAR 30 1954
FOR FILING

75-1608

4125

March 29, 1954

Neva Samuels, City Recorder
City Hall
Medford, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Medford covering the the traffic signal installation at the intersectionf of Main and Fir Streets and Central Avenue and Fourth Street in Medford.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 2 1954
FOR FILING

15-1608

4125

4843
4853

MISC. CONTRACTS and AGREEMENTS No. 1551

Salem, Oregon
March 29, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Medford covering the traffic signal installation at the intersections of Main and Fir Streets and Central Avenue and Fourth Street in Medford.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Medford, Oregon

Very truly yours

Secretary

TH
Attach: 1

query & file

RECEIVED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

15-16-08
4125

March 12, 1954

Mr. Robert A. Duff
City Superintendent
City Hall
Medford, Oregon

ATTENTION: Vernon Thorpe

Dear Sir:

This will acknowledge receipt of your letter of March 15, 1954, regarding the agreement of the City of Medford to bear the additional expense incurred by utilising expansible type traffic controllers.

The contract for the installation of traffic signals at Main and Fir Streets and at Central Avenue and 4th Street will be let at the April 1 and 2 Commission meeting. Specifications for this contract have been written to obtain the expansible type of control unit. However, it is not the policy of the Highway Department to specify a particular model in preference to all other manufacturer's equipment. Thus it will not be possible to ask specifically for "L.S. synchronised controllers" as manufactured only by Crouse-Hinds Company.

The specifications denoting the expansible type of unit are as follows: "the contractor shall furnish and install two-phase fixed time controllers of the expandable type based on unit construction. It shall be possible to utilise three dials if so desired. The controllers shall be equipped with one (1) dial only".

This part of the specifications will obtain the type of equipment that is desired by the City of Medford and at the same time, it does not show preference to any one type of manufacturer's equipment.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

LEC:kg/as

bc - W. C. Williams

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
MEDFORD, OREGON

file

15-16C8

4125

March 10, 1954

W. C. Williams
Assistant Highway Engineer
State Highway Commission
Salem, Oregon

Copy sent to Traffic Dept

Dear Mr. Williams:

Confirming our telephone conversation with Mr. Al Head today, please accept this letter as your authority to substitute an expansible type controller for the traffic installations at 4th and Central Avenue and Main and Fir Streets.

The City of Medford agrees to bear the additional expense of these controllers in the amount of $260.00.

We would appreciate your specifying a type of expansible controller that could be used on this same interconnecting circuit as the type "LS Synchronized Controllers" with remote flashing two movements that were installed at the two McAndrews intersections.

Very truly yours,

Robert A. Duff
City Superintendent

By Vernon Thorpe

Vernon Thorpe
Public Works Director

VT:gc

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

ROBERT A. DUFF
CITY SUPERINTENDENT
FOR FILING

15-1608

4125

file

CITY OF MEDFORD
MEDFORD, OREGON

March 10, 1954

Copy sent to Traffic Dept

W. C. Williams
Assistant Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

Confirming our telephone conversation with Mr. Al Head today, please accept this letter as your authority to substitute an expansible type controller for the traffic installations at 4th and Central Avenue and Main and Fir Streets.

The City of Medford agrees to bear the additional expense of these controllers in the amount of $260.00.

We would appreciate your specifying a type of expansible controller that could be used on this same interconnecting circuit as the type "LS Synchronized Controllers" with remote flashing two movements that were installed at the two McAndrews intersections.

Very truly yours,

Robert A. Duff
City Superintendent

By Vernon Thorpe

Vernon Thorpe
Public Works Director

VT:gc

RECEIVED
MAR 11 1954
SALEM
STATE HIGHWAY COMMISSION

FORM 2-20 25M 9-51 [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the traffic signal installation at the intersections of Main and Fir Streets and Central Avenue and Fourth Street in Medford.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

9-24-53 + 1-21-54 minute pages 47 + 29

P

RECEIVED
FOR FILING

15-1668

4125

NOTED
W. C. WILLIAMS

**OREGON STATE HIGHWAY DEPARTMENT**
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
March 4, 1954

To:
Mr. C. N. Maison
Manager
Accounting Division

SUBJECT:

Attached is City of Medford's Warrant in the amount of $2925.00 representing the City's share of the proposed traffic signal installation at the intersections of Main and Fir Streets and Central Avenue and 4th Street in Medford.

The agreement specifies that the City make an advance deposit of $3125.00, but as there is an estimated balance of $200.00 in the advance deposit fund from the signal installation project at McAndrews Road and Riverside Avenue and McAndrews Road and Court Street which is to be transferred to the proposed installation, we required a deposit of only $2925.00

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:sh
Encl.
cc. W. C. Williams
Floyd Query

RECEIVED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

15-1608
4125

February 16, 1954

NOTED
W. C. WILLIAMS

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

I have your letter of February 11 last and your question on Recital No. 6 in the proposed signal installation agreement for the Main Street and Fir Street intersection.

In the instance of replacement of existing light pole with the extra strength pole which will serve as a common pole for both the signal and luminaire installation, we have no interest in the pole as is removed and such can be turned over to the power company.

On your second query, I do not recollect the specific shape, contour, appearance, etc. of the existing street light poles; however, I doubt very much if the extra strength poles which we use in our signal installations are in exact conformity. In order that you may draw your own conclusions in the matter, I am transmitting herewith detailed prints of the poles as we are using on these jobs.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

FBC:as

Attachment

bc - W. C. Williams ✓

RECEIVED
FEB 18 1954
FOR FILING

15-1608

4125

January 28, 1954

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

Dear Mr. Thorpe:

Reference is made to your letter of November 23, 1953 concerning installation of a traffic signal at the intersection of Fourth Street and Central Avenue in your city.

This matter, as you undoubtedly know, was investigated by the Traffic Engineering Department and its findings were reported to the State Highway Commission at its meeting last week. The facts disclosed by the investigation indicated to the Engineer that a fixed-time traffic signal installation at this point is warranted, and he recommended approval of the project, which was estimated to cost about $3,000, on the condition that the City of Medford will share the expense of the installation equally with the State and will also maintain the signal after the installation is complete and will furnish electrical energy to operate it. The Highway Commission approved the installation on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc F. B. Crandall

RECEIVED
JAN - 19
FOR FILING

15-166

4125

January 6, 1954

Oregon State Highway Commission

Gentlemen:

Mr. Vernon Thorpe, Public Works Director of Medford, requested an investigation of the installation of traffic signals on the Pacific Highway at Central Avenue and Fourth Street in Medford.

A traffic count taken at the intersection revealed that during a 24-hour period, 12,293 vehicles entered the intersection, with 3,374, or 27 per cent, entering from the side street. There were 61 accidents at the intersection during the period from January 1, 1948 to October 31, 1953, with eight persons injured and no fatalities. There were 28 accidents of a type that might have been prevented by traffic signals.

Inasmuch as conditions meet the warrant for a signal installation at this intersection, it is recommended that a fixed time traffic signal be installed at an estimated cost of $3,000, the cost to be shared equally by the City and the State.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

JAH:jr fp

FORM E-30X 15M 5-49 31806

15-1101

4125

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1954

SUBJECT: Preparation of State-City Agreement - Proposed Traffic Installation - Main Street (ORE238) and Fir Street - Medford

To: C. W. Enfield
Chief Counsel
Office

At its meeting on September 24 and 25, 1953, the State Highway Commission approved the installation of a traffic signal at the intersection of Main and Fir Streets in the City of Medford. Will you please prepare the necessary state-city agreement.

In the way of material to be added in the agreement, I offer the following:

1. The highway involved is the Medford-Provolt Highway, No. 272, ORE238, which in the City of Medford is routed over Main Street.
2. The intersection involved is that of Main and Fir Streets.
3. It is planned to install a fixed-time traffic signal at this intersection as shown by the attached plans.
4. The installation is estimated to cost $3,125.00.
5. The state shall make the installation with either its own forces or by contract and in the first instance pay all the costs thereof. The final cost shall be shared by the city and the state, as provided for in Item No. 6 below.
6. The traffic signal installation is estimated to cost $3,000.00. In addition, two of the poles which are to be installed at this intersection will be used jointly for traffic signals and for street luminaires. The extra cost necessitated by extra length poles and transformer bases which is estimated to be $125.00 shall be borne solely by the City of Medford. The $3,000.00 cost of the traffic signal installation shall be shared equally by the city and the state. It might be stated that the $125.00 cost item is a fixed item which shall be paid by the city. The remainder of the final cost of the installation shall be shared by the city and the state.

7. The city shall maintain the signals after installation and pay for all electrical energy consumed. The city agrees to make no changes in the timing program without prior approval in writing from the state.

8. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same bases as the original installation.

If after preparation you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

Crandall

L. [illegible]. Crandall
Traffic Engineer

VJ:mm
Attachments

cc: W.C.Williams ✓
J.W.Cattrall

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
December, 1953

# INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Central Avenue (US99) and Fourth Street
Medford

## Recommendation:

It is recommended that a fixed-time traffic signal be installed at the intersection of Central Avenue and Fourth Street in the City of Medford. The installation is estimated to cost $3,000.00.

## Historical Background:

This investigation and report is in response to a request from the City of Medford.

## Investigation:

The point investigated is a four-way intersection. Central Avenue, which is the route of the Pacific Highway, is one-way southbound. Fourth Street is two way and the southbound truck route turns from Central Avenue to Fourth Street at this point. Fourth Street is one of the few streets that cross the Southern Pacific Railroad tracks. During the major portion of 1953 the City of Medford used a fixed-time portable traffic signal at this intersection. During the early part of the year, the traffic signal operated at only the peak hours but later operated for a longer period. This signal was struck by a vehicle and damaged to the extent that it is no longer useable.

A 16-hour vehicle and pedestrian count was taken at the intersection on Tuesday, December 15, 1953. The computed 24-hour volume of traffic entering the intersection was 12,293 vehicles. A total of 3,374 vehicles, or 27%, of all those entering entered from Fourth Street. During the 16-hour period of count, 223 pedestrians crossed Central Avenue.

As is shown by the collision diagram there were 61 accidents at the intersection during the period from January 1, 1948, to October 31, 1953. Eight persons were injured and there were no fatalities. 28 of the 61 accidents were of a type that might have been prevented by traffic signals.

The table below summarizes the results of the investigation, in terms of a standard warrant for signalization of urban intersections as formulated by the American Association of State Highway Officials:

| Item | Observed | Minimum Warrant |
|---|---|---|
| Total Volume Warrant: | | |
| Ave. Hourly Total Volume (Max. 8 Hrs.) | 909 | 750 |
| Ave. Hourly Cross-Street Volume (Max. 8 Hrs.) | 272 | 175 |
| Pedestrian Warrant: | | |
| Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.) | 22 | 250 |
| Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.) | 630 | 600 |
| Interruption of Through Traffic Warrant: | | |
| Ave. Hourly Vehicle Volume on Main Street (Max. 8 Hrs.) | 637 | 750 |
| Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.) | 271 | 75 |
| Accident Warrant: | | |
| Preventable Accidents (Last 12 Months) 1/ | 4 | 5 |

---

1/ Last 12 months prior to use of portable traffic signal.

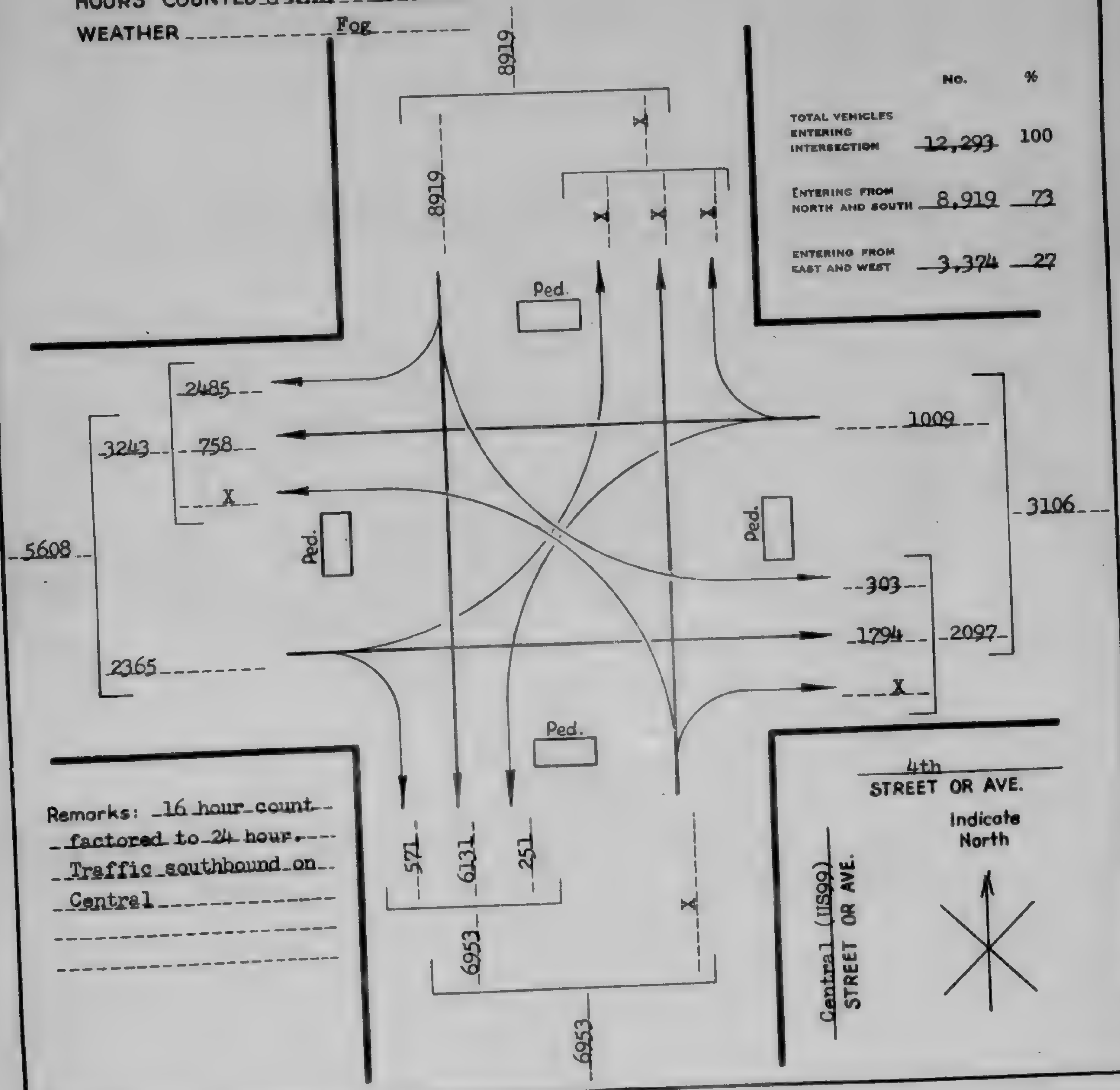
From the tabulation it is found that conditions at this intersection more than meet the total volume warrant. It is recommended that a fixed-time traffic signal be installed. The installation is estimated to cost $3,000.00.

VJ:mm
Attachments

## OREGON STATE HIGHWAY DEPARTMENT
## TRAFFIC ENGINEERING DIVISION
## TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE December 15, 1953
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS
HOURS COUNTED 6 A.M. - 10 P.M.
PEDESTRIAN COUNT 16 HRS
HOURS COUNTED 6 A.M. - 10 P.M.
WEATHER Fog

CITY OF Medford
INTERSECTION OF 4th & Central
STATION NO
CODE NO
CLASSIFICATION All Vehicles


8919
8919
X
X
X
X
Ped.
2485
758
X
3243
5608
2365
Ped.
1009
3106
Ped.
303
1794
2097
X
Ped.
571
6131
251
6953
X
6953
4th
STREET OR AVE.
Central (US99)
STREET OR AVE.
Indicate North

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 12,293 | 100 |
| ENTERING FROM NORTH AND SOUTH | 8,919 | 73 |
| ENTERING FROM EAST AND WEST | 3,374 | 27 |

Remarks: 16 hour count factored to 24 hour. Traffic southbound on Central

Form E-40—2M

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

Date December 15, 1953
Day of week Tuesday
Hours counted 6 A.M. - 10 P.M.
Weather Fog
Classification All Vehicles
City of Medford
Intersection 4th & Central
Station number
Code number

| | TIME | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | From North and South | Per Cent of Total | From East and West | Per Cent of Total | SUMMARY BY LEGS | | | | PEDESTRIANS USING | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | | | | | North | East | West | South | North | East |
| A. M. | 6:00- 7:00 | 7 | | 24 | | 102 | | 4 | 17 | 1 | | 4 | | 159 | 133 | 84 | 26 | 16 | 133 | 29 | 49 | 107 | 2 | 2 |
| | 7:00- 8:00 | 22 | | 129 | | 402 | | 20 | 78 | 7 | | 23 | | 681 | 553 | 81 | 128 | 19 | 553 | 127 | 250 | 432 | | 11 |
| | 8:00- 9:00 | 21 | | 204 | | 366 | | 49 | 129 | 11 | | 31 | | 811 | 591 | 73 | 220 | 27 | 591 | 210 | 413 | 408 | 4 | 40 |
| | 9:00-10:00 | 17 | | 148 | | 341 | | 38 | 115 | 13 | | 35 | | 707 | 506 | 72 | 201 | 28 | 506 | 183 | 336 | 389 | | 14 |
| | 10:00-11:00 | 17 | | 176 | | 416 | | 40 | 123 | 16 | | 41 | | 829 | 609 | 73 | 220 | 27 | 609 | 196 | 380 | 473 | 9 | 28 |
| | 11:00-12:00 | 21 | | 212 | | 430 | | 59 | 140 | 30 | | 45 | | 937 | 663 | 71 | 274 | 29 | 663 | 250 | 456 | 505 | 14 | 22 |
| P. M. | 12:00- 1:00 | 26 | | 201 | | 436 | | 80 | 150 | 26 | | 43 | | 962 | 663 | 69 | 299 | 31 | 663 | 282 | 474 | 505 | 19 | 40 |
| | 1:00- 2:00 | 28 | | 176 | | 346 | | 45 | 149 | 29 | | 51 | | 824 | 550 | 67 | 274 | 33 | 550 | 251 | 421 | 426 | 15 | 30 |
| | 2:00- 3:00 | 24 | | 158 | | 357 | | 44 | 107 | 19 | | 49 | | 758 | 539 | 71 | 219 | 29 | 539 | 194 | 358 | 425 | 5 | 26 |
| | 3:00- 4:00 | 27 | | 153 | | 405 | | 63 | 133 | 20 | | 33 | | 834 | 585 | 70 | 249 | 30 | 585 | 243 | 382 | 458 | 8 | 24 |
| | 4:00- 5:00 | 26 | | 214 | | 493 | | 88 | 146 | 18 | | 53 | | 1,038 | 733 | 71 | 305 | 29 | 733 | 278 | 501 | 564 | 13 | 44 |
| | 5:00- 6:00 | 21 | | 209 | | 486 | | 96 | 160 | 12 | | 51 | | 1,035 | 716 | 69 | 319 | 31 | 716 | 289 | 516 | 549 | 8 | 47 |
| | 6:00- 7:00 | 7 | | 79 | | 261 | | 20 | 57 | 3 | | 14 | | 441 | 347 | 79 | 94 | 21 | 347 | 87 | 170 | 278 | 1 | 10 |
| | 7:00- 8:00 | 6 | | 90 | | 358 | | 20 | 62 | 12 | | 27 | | 575 | 454 | 79 | 121 | 21 | 454 | 100 | 199 | 397 | 2 | 8 |
| | 8:00- 9:00 | 1 | | 46 | | 200 | | 12 | 31 | 5 | | 10 | | 305 | 247 | 81 | 58 | 19 | 247 | 49 | 99 | 215 | | 1 |
| | 9:00-10:00 | 4 | | 40 | | 175 | | 11 | 34 | 6 | | 9 | | 279 | 219 | 78 | 60 | 22 | 219 | 55 | 94 | 190 | 4 | 6 |
| | 10:00-11:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 12:00- 1:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | | | | | | | | |
| 24-Hour total | | 303 | | 2485 | | 6131 | | 753 | 1794 | 251 | | 571 | | 12,293 | 8919 | 73 | 3374 | 27 | 8919 | 3106 | 5608 | 6953 | | |
| ...-Hour total | | | | | | | | | | | | | | | | | | | | | | | | |
| 16-Hour total | | 275 | | 2259 | | 5574 | | 689 | 1631 | 228 | | 519 | | 11,175 | 8108 | 73 | 3067 | 27 | 8108 | 2823 | 5098 | 6321 | 104 | 353 |
| Control | | | | | | | | | | | | | | | | | | | | | | | | |
| Factor | | | | | | | | | | | | | | | | | | | | | | | | |

Central St. is North and South
4th St. is East and West

Tabulated by
Computed by
Checked by
Checked by

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

ember 15, 1953
Tuesday
6 A.M. - 10 P.M.
Fog

Classification All Vehicles

City of Medford
Intersection 4th & Central
Station number
Code number

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | | | | | PEDESTRIANS USING CROSSWALKS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | | | | |
| orth to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North | East | West | South |
| 24 | | 102 | | 4 | 17 | 1 | | 4 | | 159 | 133 | 84 | 26 | 16 | 133 | 29 | 49 | 107 | 2 | 2 | 1 | 2 |
| 29 | | 402 | | 20 | 78 | 7 | | 23 | | 681 | 553 | 81 | 128 | 19 | 553 | 127 | 250 | 432 | | 11 | 10 | 5 |
| 04 | | 366 | | 49 | 129 | 11 | | 31 | | 811 | 591 | 73 | 220 | 27 | 591 | 210 | 413 | 408 | 4 | 40 | 40 | 10 |
| 8 | | 341 | | 38 | 115 | 13 | | 35 | | 707 | 506 | 72 | 201 | 28 | 506 | 183 | 336 | 389 | | 14 | 18 | 4 |
| 76 | | 416 | | 40 | 123 | 16 | | 41 | | 829 | 609 | 73 | 220 | 27 | 609 | 196 | 380 | 473 | 9 | 28 | 20 | 5 |
| 12 | | 430 | | 59 | 140 | 30 | | 45 | | 937 | 663 | 71 | 274 | 29 | 663 | 250 | 456 | 505 | 14 | 22 | 28 | 6 |
| 01 | | 436 | | 80 | 150 | 26 | | 43 | | 962 | 663 | 69 | 299 | 31 | 663 | 282 | 474 | 505 | 19 | 40 | 36 | 8 |
| 76 | | 346 | | 45 | 149 | 29 | | 51 | | 824 | 550 | 67 | 274 | 33 | 550 | 251 | 421 | 426 | 15 | 30 | 16 | 11 |
| 58 | | 357 | | 44 | 107 | 19 | | 49 | | 758 | 539 | 71 | 219 | 29 | 539 | 194 | 358 | 425 | 5 | 26 | 19 | 6 |
| 53 | | 405 | | 63 | 133 | 20 | | 33 | | 834 | 585 | 70 | 249 | 30 | 585 | 243 | 382 | 458 | 8 | 24 | 40 | 13 |
| 214 | | 493 | | 88 | 146 | 18 | | 53 | | 1,038 | 733 | 71 | 305 | 29 | 733 | 278 | 501 | 564 | 13 | 44 | 41 | 22 |
| 209 | | 486 | | 96 | 160 | 12 | | 51 | | 1,035 | 716 | 69 | 319 | 31 | 716 | 289 | 516 | 549 | 8 | 47 | 46 | 12 |
| 79 | | 261 | | 20 | 57 | 3 | | 14 | | 441 | 347 | 79 | 94 | 21 | 347 | 87 | 170 | 278 | 1 | 10 | 9 | 3 |
| 90 | | 358 | | 20 | 62 | 12 | | 27 | | 575 | 454 | 79 | 121 | 21 | 454 | 100 | 199 | 397 | 2 | 8 | 12 | 2 |
| 46 | | 200 | | 12 | 31 | 5 | | 10 | | 305 | 247 | 81 | 58 | 19 | 247 | 49 | 99 | 215 | | 1 | 1 | |
| 40 | | 175 | | 11 | 34 | 6 | | 9 | | 279 | 219 | 78 | 60 | 22 | 219 | 55 | 94 | 190 | 4 | 6 | 2 | 4 |
| 485 | | 6131 | | 753 | 1794 | 251 | | 571 | | 12,293 | 8919 | 73 | 3374 | 27 | 8919 | 3106 | 5608 | 6953 | | | | |
| 259 | | 5574 | | 689 | 1631 | 228 | | 519 | | 11,175 | 8108 | 73 | 3067 | 27 | 8108 | 2823 | 5098 | 6321 | 104 | 353 | 339 | |

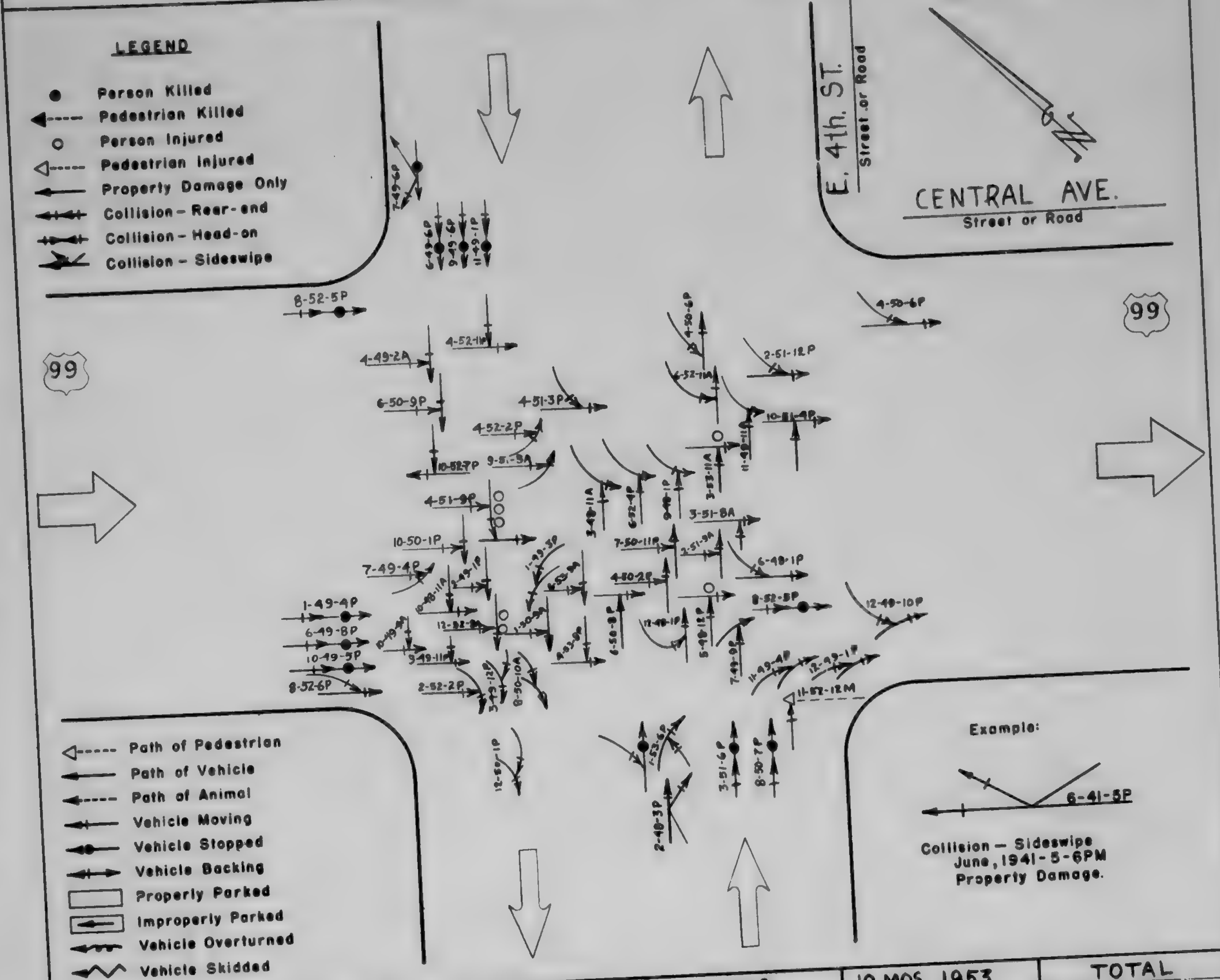
Tabulated by
Computed by
Checked by
Checked by

Central St. is North and South
4th St. is East and West

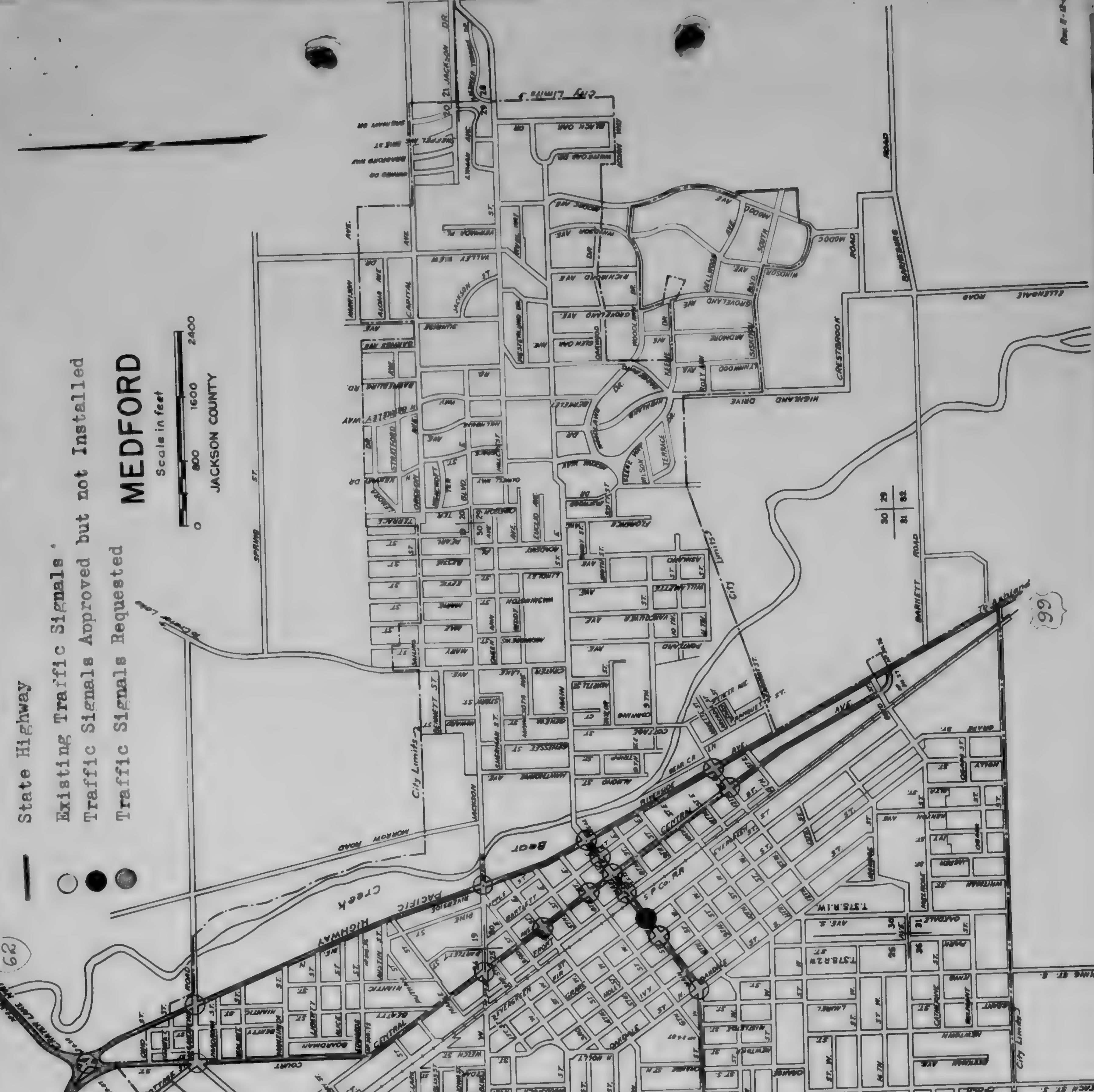
**Oregon State Highway Department**
**Traffic Engineering Division**
**Accident Analysis**

## COLLISION DIAGRAM

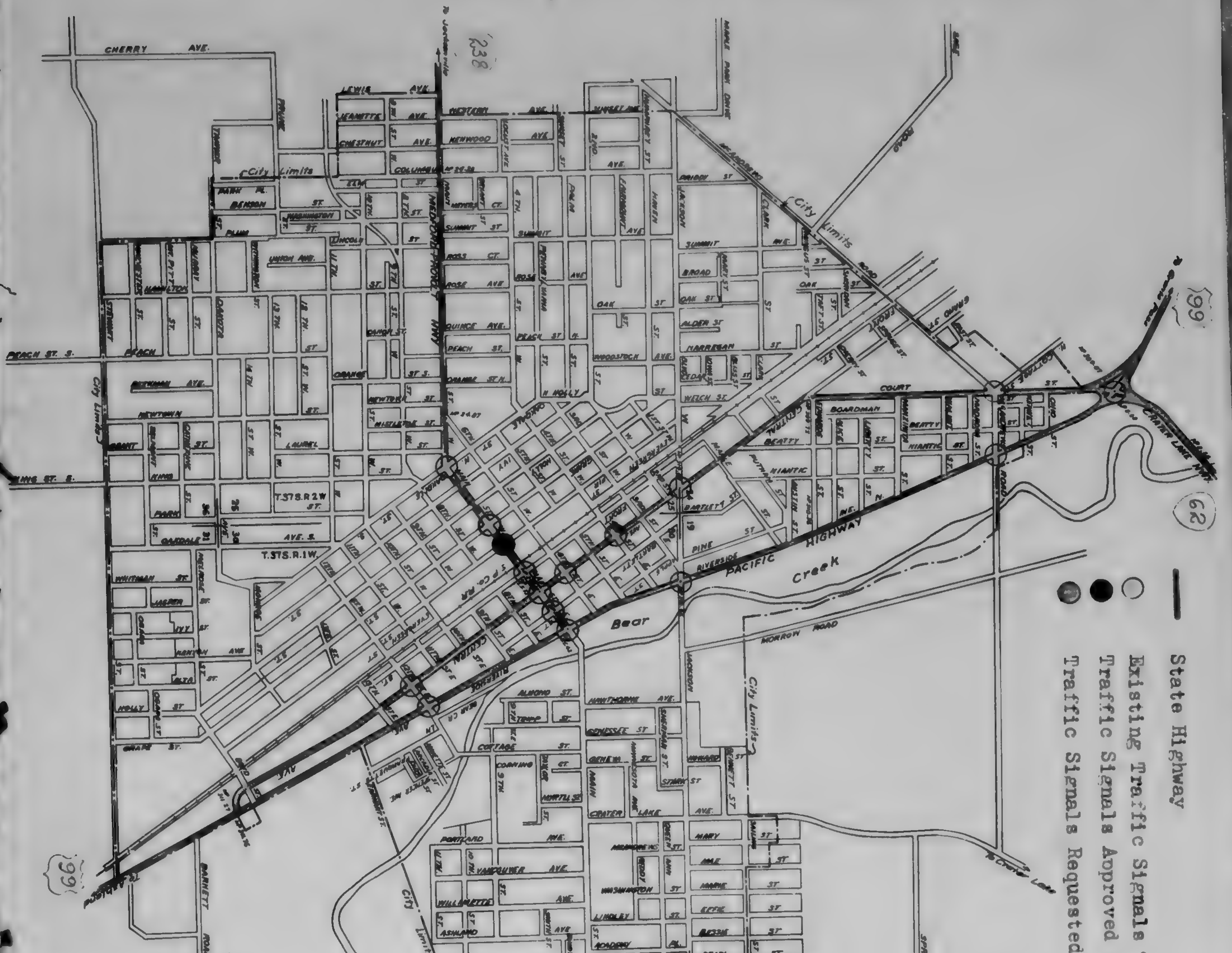
City of MEDFORD County JACKSON
Intersection of CENTRAL AVE. and E. 4th. ST.
Highway Number U.S.99 (Hwy. No.1)
Period Covered 1-1-48 to 10-31-53
Compiled by W.D.A. Drawn by R.P.J. Date 12-8-53


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Indicate North
E. 4th. ST.
Street or Road
CENTRAL AVE.
Street or Road
99
99
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-5P
Collision — Sideswipe
June, 1941 - 5 - 6PM
Property Damage.

| Collision Type | 1948 - 1949 | | | | 1950 - 1951 | | | | 1952 | | | | 10 MOS. 1953 | | | | TOTAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total |
| Angle | | 1 | 5 | 6 | | 1 | 9 | 10 | | 1 | 2 | 3 | | 1 | 2 | 3 | | 4 | 18 | 22 |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | | 6 | 6 | | | 2 | 2 | | | 2 | 2 | | | | | | | 10 | 10 |
| Sideswipe | | | 1 | 1 | | | | | | | | | | | | | | | 1 | 1 |
| Turning Movement | | | 12 | 12 | | | 7 | 7 | | | 6 | 6 | | | 1 | 1 | | | 26 | 26 |
| Parking | | | 1 | 1 | | | | | | | | | | | | | | | 1 | 1 |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | 1 | | 1 | | | | | | 1 | | 1 |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 1 | 25 | 26 | | 1 | 18 | 19 | | 2 | 10 | 12 | | 1 | 3 | 4 | | 5 | 56 | 61 |


MEDFORD
Scale in feet
0 800 1600 2400
JACKSON COUNTY
State Highway
Existing Traffic Signals
Traffic Signals Approved but not Installed
Traffic Signals Requested
Bear Creek
PACIFIC HIGHWAY
MEDFORD-PROVOLT HWY
City Limits
62
99
99
238
To Ashland
To Jacksonville
To Grants Pass

No. [illegible]


MEDFORD
Scale in feet
0 800 1600 2400
JACKSON COUNTY
State Highway
Existing Traffic Signals
Traffic Signals Approved but not Installed
Traffic Signals Requested
99
62
238
PACIFIC HIGHWAY
Bear Creek
City Limits
CRATER LAKE HWY
MEDFORD-JACKSONVILLE HWY
CHERRY AVE.
PEACH ST.
KING ST.
MAIN
RIVERSIDE
JACKSON
ELLENDALE ROAD
HIGHLAND DRIVE
BARNETT ROAD
SPRING ST.
MORROW ROAD
S.P. Co. RR
T.37S.R.2W.
T.37S.R.1W.
N

No. 4684 ✓
By [illegible]

## ASSIGNMENT

Date: November 30, 1953

Description: Letter of November 23 by Vernon Thorpe, Public Works Director, Medford, asking for traffic signal installation at 4th Street and Central Avenue in Medford

Acknowledged by _____ Referred to ___Crandall_________

xxx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply ____________ signature
Please prepare for ______________________________

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1 - 2 - 54 Report received ________

Remarks:

---

PLEASE RETURN TO
W. C. WILLIAMS

We respectfully request that you investigate the feasibility of constructing a standard traffic signal installation at the intersection of 4th Street and Central Avenue in the City of Medford.

At the present time we are using a portable signal during peak traffic hours. This signal has been handling the traffic quite well and has certainly met with public approval. We do not whole heartedly approve of this type of signal and believe that vehicle and pedestrian movements will warrant a standard installation at this intersection.

Very truly yours,

Robert A. Duff
City Superintendent

Vernon Thorpe
By Vernon Thorpe
Public Works Director

W. C. WILLIAMS

NOTED
[illegible] AL HEAD

VT:mh

RECEIVED
NOV 30 1953
TRAFFIC ENGINEER

[illegible] 1953
ENGINEER

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
MEDFORD, OREGON

November 23, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We respectfully request that you investigate the feasibility of constructing a standard traffic signal installation at the intersection of 4th Street and Central Avenue in the City of Medford.

At the present time we are using a portable signal during peak traffic hours. This signal has been handling the traffic quite well and has certainly met with public approval. We do not whole heartedly approve of this type of signal and believe that vehicle and pedestrian movements will warrant a standard installation at this intersection.

Very truly yours,

Robert A. Duff
City Superintendent

Vernon Thorpe
By Vernon Thorpe
Public Works Director

W. C. WILLIAM

NOTED
J. AL HEA

VT:mh

RECEIVED
NOV 30 1953
TRAFFIC ENGINEER

RECEIVED
[illegible] 1953
[illegible] ENGINEER

RECEIVED
NOV 23 1953
FOR FILING

15-1601

4125

November 12, 1953

(4) 7-21-53

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

Dear Mr. Thorpe:

Reference is made to your letter of May 20, 1953, requesting an investigation to determine the feasibility of a traffic signal installation at the intersection of West Main Street and Fir Street in your city.

I referred your letter to the State Highway Engineer for report to the Highway Commission. The investigation has been made and the report of the findings was presented to the Commission at a recent meeting. It appeared to the Commission from the facts contained in the report that the signalization of the intersection is warranted. Accordingly, the Commission authorized the installation, which is estimated to cost about $3,000, on the condition that the city will assume fifty per cent of such expense and maintain the signal after it is installed and will furnish electrical energy to operate it. The matter is to be covered by written agreement between the city and the state.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mm

cc: F. B. Crandall ✓

FORM 2-30 20M 9-51 [illegible]

NOTED
W. C. WILLIAMS

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

SUBJECT: Signal Installation
Main Street (ORE238) and Fir Street
Medford
Assignment WCW 4415

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

I am returning herewith your file and assignment slip on the above indicated subject. I believe this assignment is covered through previous assignment WCW 4406 in connection with which a letter, dated August 25th, was sent to the State Highway Commission apprising of the installation and recommending approval of cooperative installation.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:jr
Attachment

[illegible]ED
1953

RECEIVED
1953
FOR FILING

15-11C1
4125

August 25, 1953

Oregon State Highway Commission

Gentlemen:

The City of Medford has requested of the State Highway Department that it participate with the City in the installation of a traffic signal at the intersection of Main Street (Medford-Provolt Highway) and Fir Street.

Main and Fir Streets form a four-way intersection in the central business district. At the present time, traffic entering the intersection from Fir Street is required to stop before proceeding. There are traffic signals at each of the adjacent intersections on Main Street.

Investigation discloses that conditions at this intersection compare with the standard warrants for signalization of urban intersections, as shown in the table below:

| Item | Observed | Minimum Warrant |
|---|---|---|
| Total Volume Warrant: | | |
| Av. Hourly Total Volume (Max. 8 Hrs.) | 907 | 750 |
| Av. Hourly Cross-street Volume (Max. 8 Hrs.) | 128 | 175 |
| Pedestrian Warrant: | | |
| Av. Hourly Ped. Volume Across Main St. (Max. 8 Hrs.) | [illegible] | 250 |
| Av. Hourly Veh. Volume on Main St. (Max. 8 Hrs.) | [illegible] | 750 |
| Interruption of Through Traffic Warrant: | | |
| Av. Hourly Veh. Volume on Main St. (Max. 8 Hrs.) | 784 | 750 |
| Av. Hourly Combined Volume Across Main St. (Max. 8 Hrs.) | [illegible] | 75 |
| Accident Warrant: | | |
| Preventable Accidents (last 12 months) | 5 | 5 |

The average hourly total volume entering the intersection exceeds the warrant. The volume entering from the cross street is less than the warrant minimum; however, both traffic and interruption of through traffic warrants are met.

In view of the warrant for signalization, it is recommended that a traffic signal be installed on the Medford-Provolt Highway, Main Street at Fir Street in the City of Medford, at a total estimated cost of $3,000. The cost is to be borne equally by the City and the State.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

JAH:as fp

ROBERT A. DUFF
CITY SUPERINTEND

## ASSIGNMENT

No. 4426

Date: August 10, 1953

Description: Letter of August 6 by Robert A. Duff, City Superintendent of Medford, requesting that State-City agreement be prepared for a traffic signal at the intersection of Main Street and Fir Street

Acknowledged by _____ Referred to Crandall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8-24-53 Report received ________

Remarks: Get Costs, etc., so matter may be placed on September agenda.
WCW

---

## ASSIGNMENT

No. 4415

Date: August 14, 1953

Description: Wire from Robt. A. Duff, City Supt., Medford, Ore., 8-6-53, to WCW, re installation of traffic signal at Main and Fir Streets in Medford. (File of 4 letters enclosed).

Acknowledged by _____ Referred to Mr. F. B. Crandall

Investigate and report with recommendation
XXX ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8-28-53 Report received ________

Remarks: Where is letter of June 30, or does he mean July 30?

RECEIVED
AUG 10 1953
TRAFFIC ENGINEER

NOTED

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
MEDFORD, OREGON

August 6, 1953

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Confirming my wire to you of August 6, 1953, the City Council has instructed me to request the Oregon State Highway Department to prepare a 50-50 State-City cooperative agreement for a traffic signal at the intersection of Main Street and Fir Street.

Very truly yours,

Robert A. Duff
City Superintendent

RAD:ds

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1953
TRAFFIC ENGINEER

NOTED
J A [illegible]

CLASS OF SERVICE

is is a full-rate
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by a suitable
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the address.

= (32)

# WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

ing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA071

1953 AUG 6 AM 10 50

PR NFA080 PD=MEDFORD ORG 6 1017AMP=

W C WILLIAMS=
ASST STATE HIGHWAY ENGR SALEM ORG=

PLEASE RETURN TO
W. C. WILLIAMS

MEDFORD CITY COUNCIL HAS AUTHORIZED A COOPERATIVE AGREEMENT BETWEEN THE STATE AND THE CITY FOR THE INSTALLATION OF A TRAFFIC SIGNAL AT MAIN STREET AND FIR STREET IN MEDFORD OREGON REFER TO LETTER JUNE 30 MR VERN THORPE PUBLIC WORKS DIRECTOR=

:ROBERT A DUFF CITY SUPERINTENDENT CITY OF MEDFORD ORE

NOTED
W. C. WILLIAMS

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

With regard to interconnection of the Main Street signals with the rather poor progression that is now possible - 15-second band out of 60-second cycle - and with the possibility of an installation at Fir Street which would further detract from progression possibilities, it would appear rather illogical to spend any large amount for interconnection to attempt to preserve progression that we do not have. A preliminary estimate of the cost of interconnection of Main Street signals is $5,000, which would include the installation of new controllers at certain of the intersections.

In the light of the foregoing, I will recommend to the Highway Commission, if you so desire, installation of a traffic signal at the intersection of Main Street (ORE238) and Fir Street on the basis of our usual 50-50 State-City cooperative arrangement. For the reason cited, however, I cannot recommend interconnection of the Main Street signals in so far as our Department standing any portion of the cost of such project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RECEIVED
AUG 14 1953
TRAFFIC ENGINEER

cc Mr. F. B. Crandall
FBC:hlh fp

RECEIVED
AUG 3 1953
FOR FILING

15-1608

4125

July 30, 1953

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

You addressed a letter to this office, under date of May 18, with regard to installation of a traffic signal at the intersection of West Main Street (ORE238) and Fir Street, and subsequently, on June 16, we received your letter suggesting possible interconnection of signals on Main Street from Riverside to Oakdale in order to better maintain progressive flow.

A field survey discloses that there is warrant for signalization of the Main and Fir Street intersection; however, installation of a signal at this location would, by reason of spacing on Main Street, preclude any semblance of progression which at the present time is far from perfect.

With regard to interconnection of the Main Street signals with the rather poor progression that is now possible - 15-second band out of 60-second cycle - and with the possibility of an installation at Fir Street which would further detract from progression possibilities, it would appear rather illogical to spend any large amount for interconnection to attempt to preserve progression that we do not have. A preliminary estimate of the cost of interconnection of Main Street signals is $5,000, which would include the installation of new controllers at certain of the intersections.

In the light of the foregoing, I will recommend to the Highway Commission, if you so desire, installation of a traffic signal at the intersection of Main Street (ORE238) and Fir Street on the basis of our usual 50-50 State-City cooperative arrangement. For the reason cited, however, I cannot recommend interconnection of the Main Street signals in so far as our Department standing any portion of the cost of such project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RECEIVED
AUG 14 1953
TRAFFIC ENGINEER

cc Mr. F. B. Crandall
FBC:hlh fp

CITY OF MEDFORD

Medford, Oregon

C
O
P
Y

June 16, 1953

Mr. F. B. Crandall
State Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Crandall:

We have been receiving quite a number of complaints from the public relative to the timing cycle of the traffic signals on Main Street. The complaints have mainly been the fact that the progression would not permit steady flow of traffic on Main Street from Riverside Avenue to Oakdale Avenue any direction.

We realize, of course, due to the short spacing of the signal installations on this street, that it is exceedingly difficult to obtain any kind of progression on this street. We, are however, confronted with the problem of the signals of the individual installations being out of cycle due to a power failure on this particular circuit, or a slight motor slippage in the controlling motor.

We do have fair progression in either direction on Main Street when the signals are exactly in the correct cycle. We would appreciate your advice and estimate of cost relative to obtaining some means of maintaining a steady progression on this street signal system. We have considered the matter of connecting all the installations to one master controller by means of a conduit system in the street, but we do not know just what type of equipment will be necessary, as you know we have the Crause-Hines equipment, some of it being very old. We are not sure that connecting the signals to the same circuit would entirely eliminate our troubles due to the motor slippage in the controllers.

We will appreciate receiving any advice you may be able to give us on this matter. As this is on a State Highway System, would also like to know if State aid might be expected for improving this signal installation project.

Very truly yours,

/s/ Vernon Thorpe

Vernon Thorpe
Public Works Director

RECEIVED
NOV 13 1953
FOR FILING

15-1608

4125

May 20, 1953

Mr. Robert A. Duff
City Superintendent
City of Medford
Medford, Oregon

Attention: Mr. Vernon Thorpe
Public Works Director

Gentlemen:

I am referring to the State Highway Engineer for investigation and report to the State Highway Commission your letter of May 18, 1953 in which you request an investigation to determine the feasibility of constructing a traffic signal installation at the intersection of West Main Street and Fir Street.

You will be informed when action has been taken in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

Date: May 25, 1953 ASSIGNMENT No. 4
By

Description: **Letter from Mr. Robert A. Duff, City Supt., by Vernon Thorpe, Public Works Director, Medford, Ore., 5-18-53 to Hwy. Comm., & Mr. Glaisyer's acknowledgment 5-20-53, re traffic signal installation at intersection of W.Main & Fir Sts.**

Acknowledged by _____ Referred to Mr. F. B. Crandall

XXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply PLEASE RETURN TO
Please prepare for ________ W. C. WILLIAMS ________ signature

Assignment executed 7·29·53 Report received ________

Remarks:

---

requests that a survey be made to determine the feasibility of constructing a traffic signal installation at the intersection of West Main Street and Fir Street.

There is a very large pedestrian and vehicle load at this intersection. We have received a very large number of complaints from the pedestrians as well as from vehicle operators, particularly concerning the Fir Street traffic attempting to cross Main Street at this intersection. The progression timing of signals on Main Street provides for almost a continual stream of traffic.

The City of Medford is making a survey to determine the need of a traffic signal on 6th Street at either Grape Street intersection or Holly Street intersection. We will be glad to furnish you with any of the data that we obtain on this survey if it will be of any value to you in your survey at Main Street and Fir Street.

Very truly yours,

Robert A. Duff
City Superintendent

Vernon Thorpe

by Vernon Thorpe
Public Works Director

VT/mh

ACKNOWLEDGE
H B. GLAISYER

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
MEDFORD, OREGON

May 18, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The City of Medford respectfully requests that a survey be made to determine the feasibility of constructing a traffic signal installation at the intersection of West Main Street and Fir Street.

There is a very large pedestrian and vehicle load at this intersection. We have received a very large number of complaints from the pedestrians as well as from vehicle operators, particularly concerning the Fir Street traffic attempting to cross Main Street at this intersection. The progression timing of signals on Main Street provides for almost a continual stream of traffic.

The City of Medford is making a survey to determine the need of a traffic signal on 6th Street at either Grape Street intersection or Holly Street intersection. We will be glad to furnish you with any of the data that we obtain on this survey if it will be of any value to you in your survey at Main Street and Fir Street.

Very truly yours,

Robert A. Duff
City Superintendent

Vernon Thorpe

by Vernon Thorpe
Public Works Director

VT/mh

ACKNOWLEDGED
H. B. GLAISYER

15-8308 Reese Cr.-Prospect Rock Prod. 1954
Proj. on the Crater Lake Hwy.
#4126

R. H. BALDOCK

RECEIVED
AUG [illegible] 1955
FOR FILING

8308
4126

July 21st, 1955

FINAL COST ANALYSIS
Rock Production
M. C. Lininger & Sons, Contractor
W. B. Merrill, Resident Engineer

Reese Creek Prospect Section
Contract #4126

Crater Lake Highway
Prefix 15-8308

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Material in Stockpile | 4,930.03 | Cu. Yd. | $2.43 | $2.23 | $ 11,007.25 | $11,979.97 |
| ½"-¼" Cr. Material in Stockpile | 5,497.38 | " " | 2.43 | 2.23 | 12,273.97 | 13,358.63 |
| ¼"-#10 Cr. Material in Stockpile | 690.48 | " " | 2.43 | 2.23 | 1,541.63 | 1,677.87 |
| ¼"-0" Cr. Material in Stockpile | 1,668.39 | " " | 2.43 | 2.23 | 3,725.00 | 4,054.19 |
| S.P. Haul Adjustment, Favor of State | 134.9 | Yd. Mi. | 0.10 | | | - 13.49 |
| S.P. Screen Rejects in Stockpile | 2,013.16 | Cu. Yd. | 0.25 | 0.25 | 503.29 | 503.29 |
| Crushed Material Sold to Jackson County | 1,315 | " " | 2.60 | 2.02 | 2,656.30 | 3,418.25 |
| | | | | | $31,707.44 | $34,978.71 |

| | |
|---|---|
| Gross Revenue | $34,978.71 |
| Total Cost | 31,707.44 |
| Net Profit | $ 3,271.27 |

Net Profit Equals 9.35% of Gross Revenue

NOTED
State Highway Engineer

# Detail of Cost
M. C. Lininger & Sons, Contractor

Labor:

| | | |
|---|---|---|
| Labor | $9,497.64 | |
| Labor Insurance | 1,400.24 | |
| Supervision | 1,200.00 | |
| | | $12,097.88 |

Equipment Rental & Misc. Supplies:

| | | |
|---|---|---|
| Owned Equipment | $14,891.53 | |
| Rented Equipment (Not Oper.) | 280.00 | |
| Gas, Oil & Grease | 2,300.54 | |
| Hired Transport | 210.00 | |
| Bond | 236.70 | |
| P.L. & P.D. Insurance | 186.96 | |
| Home Office & General Overhead | 946.81 | |
| Small Tools & Misc. Supplies | 557.02 | |
| | | 19,609.56 |

Total Cost . . . . . . . . . . . . . . . . . . . . . . $31,707.44

## Breakdown of Crushing Cost

| | Quantity | Unit | Unit Cost | Total Cost |
|---|---|---|---|---|
| *Move In & Set Up | 14,101.28 | Cu. Yd. | $0.301 | $ 4,250.53 |
| Load & Haul to Crusher | 14,101.28 | " " | 0.577 | 8,133.45 |
| Crushing | 14,101.28 | " " | 0.804 | 11,341.57 |
| Haul to Stockpile (2.73 Mi. Av.) | 13,658.28 | " " | 0.443 | 6,136.74 |
| Stockpile | 12,786.28 | " " | 0.105 | 1,341.86 |
| | | | $2.230 | $31,204.15 |

* Two setups on this job.

The plant operated 288 hours and produced 49.0 Cu. Yd./Hr. average.

Remarks:

This was a "State Project" for the furnishing of approximately 12,700 cu. yd. of crushed material in stockpiles for later use by state forces in maintenance operations on the Crater Lake Highway in Jackson County about 30 miles north of Medford. Bids were opened and the contract awarded to M. C. Lininger & Sons of Medford on April 1st, 1954. The completion date specified in the contract was October 31st, 1954, but due to previous commitments, the contractor was unable to begin the project within the time allowed. However, the material to be crushed was not needed until the 1955 summer maintenance season, and an extension of time was allowed without penalty.

The contractor started moving into the specified gravel pit at M.P. 33.1 on September 30th, 1954 and started crushing on October 8th. This gravel source is known locally as "Goat Island". Some difficulty was experienced in meeting square screen opening requirements, but this was soon corrected with only a small amount of lost time. The contractor used a 3/4 cu. yd. Osgood dragline to dig gravel from below water in the river and piled it on the bank to drain. It was allowed to drain for about two days and then was loaded into three 5 cu. yd. trucks by a ½ cu. yd. Bay City shovel and hauled to the crusher. While at this setup, the contractor sold 1,315 cu. yd. of 3/4"-0" and ¼"-0" to Jackson County, part of which was hauled by the contractor and the rest by the County. Crushing was completed at this setup on November 12th, 1954, and the plant was moved to M.P. 19.1, just south of the town of Shady Cove. At this setup the material was loaded from the dry bar by a 3/4 cu. yd. Northwest shovel directly into two 5 cu. yd. pit trucks. The crushed material was hauled to the stockpiles from both setups by two 5 cu. yd. and three 7 cu. yd. trucks. The stockpiles were leveled and dressed up by a TD9 and hand labor. Crushing on the project was completed on December 9th, 1954.

The contractor's bid price was slightly low, but good supervision, efficient operation and extra sales of crushed materials to Jackson County afforded the contractor a 9.35% profit.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
FOR FILING
15-8318
4126

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 4, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4126 | 3-Final | M. C. Lininger & Sons | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 1723 | R-114565 | $ 1,273.33 | 2/3/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.
Ruth Rawlings

Specified Completion Date: Oct. 31, 1954

Time Extensions: to Jan. 31, 1955 without penalty

Completion Date: Dec. 9, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-~~4~~3-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
JAN 27 1955
FOR FILING

15-8318

4126

January 27, 1955

REGISTERED MAIL

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4126 for rock production on the Reese Creek-Prospect Section of the Crater Lake Highway in Jackson County was completed by the contractor, M. C. Lininger & Sons, on December 9, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $1,273.33 will be released to the contractor on or after February 7, 1955. The total contract amount is $31,560.46 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

ON CARD

RECEIVED
DEC 24 1954
FOR FILING

15-23[illegible]
4126

December 23, 1954

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to M. C. Lininger & Sons a portion of the funds heretofore retained by the Commission on contract No. 4126, for rock production on the Reese Creek-Prospect Section of the Crater Lake Highway in Jackson County.

This payment in the amount of $14,168.94 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $936.72. The present payment will be released on or after January 3, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

NOTED ON CARD
gl

RECEIVED
DEC 17 1954
FOR FILING

15-238

December 15, 1954

H. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from October 31, 1954 to January 31, 1955 within which to complete your contract No. 4126, for rock production on the Reese Creek-Prospect Section of the Crater Lake Highway in Jackson County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Walter B. Merrill,
Resident Engineer

E. G. Smith,
Construction Engineer

Form E-1-10M

15-8308

## OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

### FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 11 Dec 54, 19

Section Reese Creek - Prospect

Kind of work rock production

Highway Crater Lake

Section prefix 15-8308

Contractor M C Lininger and Sons

Contract number 4126

Date of contract 1 Apr 54, 19

Date of completion 31 Oct 54, 19

Date work started 11 Oct 54, 19

Estimated date of completion ........, 19

Project authorization $34,713.64

Exclusive of Engineering $32,248.55

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $32,250

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2468

Engineering cost to date $1,300, 53 %

Date project was completed 9 Dec 54, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing and stockpiling of materials at MP 19.7 on Thursday.

NOTED
OSCAR CUTLER

NOTED

RECEIVED
DEC 13 1954
OFFICE OF
CONST

Signed M B Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | - | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 12,700 | | |
| Estimated quantities moved or placed to date | | | 14,300 (including rejects) | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 10 | | |

Percentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants 1

Compressors ..........., Bulldozers 2, Sheep-foot rollers ..........., Trucks 4, . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | rain | | |
| Monday | rain | | |
| Tuesday | showers | | |
| Wednesday | showers | | |
| Thursday | cloudy | | |
| Friday | fog | | |
| Saturday | | | |

RECEIVED
NOV 4 1954
FOR FILING

15-1308

4126

November 3, 1954

Oregon State Highway Commission

Request for extension of time
No. 2
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from H. C. Lininger & Sons for an extension of time on the Moose Creek-Prospect Rock Production Project, Contract No. 4126, from October 31, 1954 to January 31, 1955.

This contractor had several other projects of this type for the State and was requested to complete them before attempting to start this contract, as the materials to be produced would not be needed until 1955.

No inconvenience will be incurred or additional cost to the State, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
MAY 17 1954
FOR FILING

[illegible]

4126

May 14, 1954

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4126, which was awarded to you on April 1, 1954 by the State Highway Commission, for rock production on the Reese Creek-Prospect Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

| |
|---|
| 15-8308 |
| |
| 4126 |

April 5, 1954

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4126 for Reese Creek-Prospect Rock Production Project on the Crater Lake Highway in Jackson County. This award was based on your bid of $30,861, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure

cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

18-1058 Division 4 Reoiling Proj. on 1954
Three State Hwys.
#4127

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 20, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4127 | 4-final | B-H PAVING CO. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 19007 | R-104355 | $ 2,914.81 | 9/17/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: July 10, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 9-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP [illegible]

RECEIVED
FOR FILING

9

September 1st, 1954

18-1058

# FINAL COST ANALYSIS

Division No. 4 Reoiling Project
Contract #4127

D-H Paving Co., Contractor
J. G. Toole, Resident Engineer

Klamath Falls-Lakeview Highway
Prefix 18-1058

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Preparation of Base | 53.88 | Mile | $50.00 | $54.70 | $ 2,947.21 | $ 2,694.00 |
| Placing Aggregate | 14,959 | Cu. Yd. | 0.85 | 0.918 | 13,747.31 | 12,715.15 |
| Hauling " | 57,029 | Yd. Mi. | 0.16 | 0.16 | 9,124.64 | 9,124.64 |
| Furnish & Place 150-200 Asphalt | 958.51 | Ton | 40.00 | 38.17 | 36,593.69 | 38,340.40 |
| Furnish & Place RS-1 Asphalt | 545.94 | " | 42.50 | 38.62 | 21,082.67 | 23,202.45 |
| PA #1, Purchase Excess 150-200 Asphalt in Barrels | 8.68 | " | 38.20 | | 310.47 | 331.58 |
| | | | | | $83,805.99 | $86,408.22 |

| | |
|---|---|
| Gross Revenue | $86,408.22 |
| Total Cost | 83,805.99 |
| Net Profit | $ 2,602.23 |

Net Profit Equals 3% of Gross Revenue

NOTED
State Highway Engineer

# D-H Paving Co.

## Detail of Cost

| | | | |
|---|---|---|---|
| **Labor:** | | | |
| Labor & Insurance | | $13,123.92 | |
| Labor Insurance | | 942.43 | |
| | | | $14,066.35 |
| **Materials:** | | | |
| 150-200 Asphalt | 967.19 Tons at $18.597 | $17,987.51 | |
| Freight on Asphalt | 967.19 " " 12.13 | 11,731.55 | |
| Demurrage on 150-200 Asphalt | | 367.83 | |
| RS-1 Asphalt | 545.94 Tons at $21.24 | 11,598.10 | |
| Freight on RS-1 | 545.94 " " 11.73 | 6,405.91 | |
| Demurrage on RS-1 Asphalt | | 160.95 | |
| | | | 48,251.85 |
| **Equipment Rental, Supplies & Miscellaneous:** | | | |
| Equipment Rental (Owned) | | $ 7,607.85 | |
| Hired Trucks (By Yard Mile) | | 9,124.64 | |
| Gas, Oil & Grease | | 1,255.40 | |
| Freight & Cartage | | 989.50 | |
| P.L. & P.D. Insurance | | 175.78 | |
| Small Tools, Supplies & Misc. | | 341.00 | |
| Bond | | 529.27 | |
| Home Office & General Overhead | | 1,464.35 | |
| | | | 21,487.79 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . | | | $83,805.99 |

Remarks:

This was a "State Project", the contract calling for the reoiling of six units located on the The Dalles-California, Fremont and Klamath Falls-Lakeview highways with Type O-9 oil mat wearing surface. The project was bid April 1st, 1954; work started May 11th, 1954, and was completed July 10th, 1954.

Equipment used by the contractor included one 1,350-gal. distributor, two 10-ton rollers, seven 6 cu. yd. trucks (hired by the yard mile at bid prices), one mobile belt loader, one retort and one 5,000-gal. storage tank.

Preparation of base shows a loss due to blade and roller work on reshaping of shoulders on the shoulder reoiling section. The Maintenance Department hauled more shoulder material on this section, then the contractor spent about 10 days with blade and 10-ton roller preparing the shoulders before he could oil them.

Asphalt was shipped from Portland in insulated transport trucks. Some reheating was required after the asphalt reached the job due to stormy weather.

The contractor had fair bid prices, but, due to stormy weather and lost time, the contractor only realized a small profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
AUG 27 1954
FOR FILING

18-11[illegible]

4127

August 26, 1954

United Pacific Insurance Company
Victor S. Risley Company
808 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4127 for work performed on the Division 4 Reoiling Project of the Fremont, Klamath Falls-Lakeview, and The Dalles-California Highways in Klamath and Lake Counties was completed by the contractor, D-H Paving Company, on July 10, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $2,914.81 will be released to the contractor on or after September 7, 1954. The total contract amount is $86,408.22 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

8-[illegible]-54

RECEIVED

FOR FILING

August 11, 1954

United Pacific Insurance Co.
Victor E. Kisley, Agent
808 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to B-H Paving Company on contract No. 4127, covering Division 4 Reoiling Project in Klamath and Lake Counties.

This payment, in the amount of $21,363.19, will be released to the contractor on or after August 21, 1954. The retained percentage is $2,582.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

Portland Branch Office

NOTED ON CARD

8-11-54

Form E-1—10M

18-1 -3
4127

R

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31, 1954

| | | | |
|---|---|---|---|
| Section | Division 4 Reoiling Project | Kind of work | [illegible] |
| Highway | The Dalles-California, Fremont and Klamath Falls-Lakevie | Section prefix | 1 -1958 |
| Contractor | D-H Paving Company | Contract number | 4127 |
| Date of contract | April 1, 1954 | Date of completion | August 1, 1954 |
| Date work started | June 10, 1954 | Estimated date of completion | Jul. 10, 1954 |
| Amount of contract | $131,136.79 | Per cent of time elapsed | 70 % |

Estimated cost of completed project, exclusive of engineering . . . $131,136.79

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $10,000.00, 100 %  Date project was completed Jul. 10, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Preparation of the final estimate was completed on Wednesday and work on project is now complete.

Final Report.

NOTED
[illegible]

NOTED
H. G. [illegible]

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed Jas. G. [illegible] Resident Engineer

Address P.O. Box [illegible] Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  | 53.84 |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  | 53.68 |  |
| Total estimated quantities |  |  |  | 15,000 sq.<br>1,550 tons |  |
| Estimated quantities moved or placed to date |  |  |  | 15,000 sq.<br>1,550 tons |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

................................ County, ........%; ................................ County, ........%; ................................ County, ........%; ................................ County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ................, . . . . ................, . . . . ................

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair and [illegible] |  |  |
| Monday | " | " " |  |
| Tuesday | " | " " |  |
| Wednesday | " | " " |  |
| Thursday | " | " " |  |
| Friday | " | " " |  |
| Saturday |  |  |  |

State Printing

June 16, 1954

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Attention: Mr. Bob Dorman
President

Gentlemen:

I have just received your letter of June 11, 1954 with further reference to mailing monthly warrants due you in connection with State Highway Contract 4127 for the reoiling project in Division No. 4.

In view of the contents thereof we will mail these warrants to you in care of the National Bank of Commerce of Seattle, Vancouver Branch, until directed otherwise. The Auditor is being instructed accordingly.

Returned herewith as requested is approved copy of your letter of June 11th.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

**D-H PAVING COMPANY** - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

June 15, 1954

Oregon State Highway Dept.
Salem, Oregon.

Re. Contract #4127
Division 4 Reoiling
Project

Gentlemen:

Thank you for your letter of June 14th outlining the Oregon State Highway Department's regulations on assignments.

It is our preference that monthly warrants be made payable to us as usual but mailed directly to the Vancouver Branch of the National Bank of Commerce, 801 Main St., Vancouver, Washington.

Accordingly, will you please use the above mailing address on all future warrants on the above subject contract until further notice.

Very truly yours,

D-H Paving Company

Bob Dorman
Bob Dorman, President

BD/PL

RECEIVED
JUN 16 1954
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Form A-20

June 14, 1954

D-H Paving Company
5808 Highway 99
Vancouver, Washington

Attention: Mr. Bob Dorman
President

Gentlemen:

Received in today's mail was your letter of June 11, 1954 in which you request that all payments now due or which may hereafter become due from the Oregon State Highway Department on Contract No. 4127, Division 4 Reoiling Project in Klamath and Lake Counties, be mailed to you in care of the Vancouver Branch of The National Bank of Commerce of Seattle, Vancouver, Washington.

It appears from the second paragraph of your letter that you are asking us to mail your checks to the bank because you understand that the State of Oregon will not recognize an assignment. Your assumption is incorrect. The Oregon State Highway Commission does honor assignments such as you apparently would prefer in this instance provided, however, that the assignment is made on our standard assignment form and that written consent to the assignment by the surety on the bond is filed with this department.

I enclose five copies of the assignment form which please have signed by the President and Secretary of your company and the corporate seal affixed. This should be signed in the presence of two parties as witnesses. The original and one copy, both signed as stated, should be returned to the Oregon State Highway Department. We will honor it if it is accompanied by a letter directed to the State Highway Commission by the United Pacific Insurance Company consenting to the assignment without prejudice to the bond. If the surety company will not consent to the assignment, then we cannot honor it. Of course, in that case we will mail the warrants to the bank as directed in your letter.

Your early attention to this will be appreciated so as not to hold up any payments that become due and payable to you within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: The National Bank of Commerce of Seattle
Vancouver Branch - P. O. Box 689
Vancouver, Washington

United Pacific Insurance Company
Victor S. Risley Company, Agent
808 Board of Trade Building
Portland 4, Oregon

Floyd Query

Form A-204—1M—9-51

STATE OF OREGON—HIGHWAY DEPARTMENT

# ASSIGNMENT OF CLAIM

*FOR THE CONSIDERATION OF* Ten and [illegible]

($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all moneys now due or which may hereafter become due us in connection with State Highway Contract No. 4127, for resurfacing on The [illegible] California, Fremont & Klamath [illegible] [illegible] to The National Bank of Commerce of Seattle, Vancouver Branch and authorize and empower said The National Bank of Commerce of Seattle, Vancouver Branch to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ........ day of June, 1954

Executed in the presence of us as witnesses:

D-H Paving Company

by ........................ its President

........................ its Secretary

SEAL

State Printing 52087

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amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 11th day of June, 1954

ACCEPTANCE

Accepted this ........ day of

........, 19....

........................

By ........................

Its ........................

D-H Paving Company

By Bob [illegible] Its President

By ........................ Its ........

Attest ........................ Its ........

N.B.C. FORM 283-B

(SEE OVER)

# ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4127 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Reoiling The Dalles-California, Fremont and Klamath Falls-Lakeview Highway in Klamath and Lake Counties, Oregon

which contract is dated April 1, 1954

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 11th day of June, 1954

ACCEPTANCE

Accepted this ______ day of

______, 19___

______

By ______

Its ______

D-H Paving Company

By ______ Its President

By ______ Its ______

Attest ______ Its ______

(SEE OVER)

N.B.C. FORM 283-B

## INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..........................

On this day before me personally appeared.........................................., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this..................day of..................................., 19......

(NOTARIAL SEAL)

..................................................
Notary Public in and for the State of Washington,
residing at ..........................................

---

## PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..........................

On this day personally appeared before me.........................................., to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this..................day of..................................., 19......

(NOTARIAL SEAL)

..................................................
Notary Public in and for the State of Washington,
residing at ..........................................

---

## CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF...... Clark ..........

On this...... 11th ......day of.................. June ..................., 19 54, before me personally appeared

.............. Bob Dorman .............. and ..........................................

to me known to be the...... President ..................and..........................................

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

..................................................
Notary Public in and for the State of Washington,
residing at ........ Vancouver ........

# ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4127 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Reoiling The Dalles-California, Fremont and Klamath Falls-Lakeview Highway in Klamath and Lake Counties, Oregon

which contract is dated April 1, 1954

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 11th day of June, 1954

ACCEPTANCE

Accepted this ............ day of

............, 19......

............

By............

Its............

D-H Paving Company

By Bob Its President

By............ Its............

Attest............ Its............

(SEE OVER)

N.B.C. FORM 283-B

## INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..............................

On this day before me personally appeared.............................................................., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this..........................day of..................................................., 19........

(NOTARIAL SEAL)

..........................................................................................
Notary Public in and for the State of Washington,
residing at ..........................................................................

---

## PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF..............................

On this day personally appeared before me.............................................................., to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this..........................day of..................................................., 19........

(NOTARIAL SEAL)

..........................................................................................
Notary Public in and for the State of Washington,
residing at ..........................................................................

---

## CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON } ss.
COUNTY OF...... Clark ..............

On this......... 11th ..........day of.......................... June ..........................., 19.54., before me personally appeared

.......................... Bob Dorman .............................................. and ..........................................................................

to me known to be the...... President .............................................and..........................................................................

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

..........................................................................................
Notary Public in and for the State of Washington,
residing at ........... Vancouver ...........................

June 11, 1954

Director of Department of Highway
State of Oregon
Salem, Oregon

Dear Sir:

In order to obtain adequate financing in connection with that certain contract dated April 1, 1954, between ourselves and the State of Oregon, referred to as contract No. 4127, and more particularly described as reoiling of The Dalles-California, Fremont and Klamath Falls-Lakeview Highway, in Klamath and Lake Counties, Oregon, we have this day assigned the proceeds from this contract to the Vancouver Branch, The National Bank of Commerce.

We realize that the State of Oregon will not recognize an assignment, but we do request and authorize your office to mail checks in payment of periodic estimates to the D-H Paving Company, in care of Vancouver Branch, The National Bank of Commerce, Vancouver, Washington.

Will you please indicate your acceptance and acknowledge our request by signing and returning one copy of this letter.

Yours very truly,

D-H PAVING COMPANY

Bob Dorman
President

RECEIVED
JUN 14 1954
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
GLAISYER

RECEIVED
MAY 3 1954
FOR FILING

15-[illegible]

4127

May 3, 1954

D-H Paving Company
6808 Highway 99
Vancouver, Wash.

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4127, which was awarded to you April 1, 1954 by the State Highway Commission, covering Division 4 Reoiling Project in Klamath and Lake Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

April 5, 1954

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4127 for Division 4 Reoiling Project on Three State Highways, south and east of Lapine, west and east of Paisley, and west and east of Bly in Klamath and Lake Counties. This award was based on your bid of $88,143, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

S-247(5) Siuslaw Jct.-Smithfield Sec., 1954
Territorial Hwy.
#4128

RECEIVED
OCT 21 1955
FOR FILING

October 14, 1955

# FINAL COST ANALYSIS

Siuslaw Jct.-~~Smithfield~~
Contract No. 4128

Territorial Highway
Prefix No. 120-1092
5247(5)

Grade and Pave
L. P. Stubblefield, Contractor
J. F. Putman, Resident Engineer

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Clearing & Grubbing | all | 100% | $1,778.99 | $2,500.00 | $1,778.99 | $2,500.00 |
| * Struc. Excav. Unclass. | 476.65 | Cu.Yd. | 3.32 | 5.00 | 1,581.51 | 2,383.25 |
| *Gen. Excav. Unclass | 16,893.4 | Cu.Yd. | 0.25 | 0.35 | 4,229.76 | 5,912.69 |
| *Short Overhaul | 40023.3 | Yd.Sta. | 0.014 | 0.02 | 572.57 | 800.47 |
| *Long Overhaul | 575.6 | C-Yd.Sta. | 0.357 | 0.50 | 205.73 | 287.80 |
| *Finish R/B and Slopes | 1.8 | Mile | 447.72 | 600.00 | 805.91 | 1,080.00 |
| *Rounding Cutbanks | 9219 | LF | 0.13 | 0.20 | 1,198.47 | 1,843.80 |
| *12" Concrete Pipe | 411 | LF | 2.04 | 2.30 | 838.44 | 945.30 |
| *18" Concrete Pipe | 153 | LF | 3.05 | 3.30 | 466.67 | 504.90 |
| *24" Concrete Pipe | 57 | LF | 4.94 | 5.20 | 281.37 | 296.40 |
| *58" Arch Type C.M.P. 10 ga. | 50 | LF | 17.65 | 19.00 | 882.50 | 950.00 |
| *Salv. Culvert Pipe | 222 | LF | 2.94 | 3.00 | 652.36 | 666.00 |
| 3"-0 Material in Base | 13,381 | Cu.Yd. | 1.89 | 1.90 | 25,306.11 | 25,423.90 |
| **3/4"-0 Material in Base & Shoulders | 1952 | Cu.Yd. | 1.98 | 1.90 | 3,866.97 | 3,708.80 |
| *Sprinkling | 699.7 | M-Gal. | 2.93 | 3.00 | 2,051.58 | 2,099.10 |
| **3/4"-0 Material in Binder Course | 272 | Cu.Yd. | 3.38 | 3.20 | 920.80 | 870.40 |
| **RC-3 Asphalt in Binder Course | 43.32 | Ton | 36.48 | 45.00 | 1,580.56 | 1,949.40 |
| **Class "B" Asphaltic Concrete | 4307.16 | Ton | 6.29 | 6.75 | 27,070.60 | 29,073.33 |
| *PA#1 8" perf. Metal Pipe | 447 | LF | 1.52 | 1.65 | 679.25 | 737.55 |
| *PA#1 3/8-0 Material in Backfill | 81 | Cu.Yd. | 2.66 | 3.00 | 215.48 | 243.00 |
| **PA#2 200/300 asphalt in seal coat | 23.61 | Ton | 38.83 | 55.00 | 917.05 | 1,298.55 |
| **½"-¼" Aggregate in Seal Coat | 162 | Cu.Yd. | 2.27 | 6.00 | 368.22 | 972.00 |
| **¼"-#10 Aggregate in Seal Coat | 54 | Cu.Yd. | 2.27 | 6.00 | 122.74 | 324.00 |
| T O T A L | | | | | $ 76,593.64 | $84,835.94 |

| | Total Cost | Gross Revenue | Profit | % of Gross Revenue |
|---|---|---|---|---|
| L. C. Daniel | $12,915.70 | $17,693.11 | $4,777.41 | 27% |
| L. P. Stubblefield | 43,906.95 | 45,122.12 | 1,215.17 | 2.6% |
| J.C. Compton | 19,770.99 | 22,020.71 | 2,249.72 | 10.2% |
| T O T A L | $76,593.64 | $84,835.94 | $8,242.30 | 9.7% |

*Work done all or in part by L. C. Daniel
**Work done all or in part by J. C. Compton Co.

Detail of Costs

L. P. Stubblefield

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | $ 5,162.10 | |
| Labor Ins. | | | | 573.54 | |
| | | | | | $ 4,735.64 |
| Materials: | | | | | |
| 8" Perf. Metal Pipe | 447 LF | at | $ 0.70 | $ 312.90 | |
| 12" Concrete Pipe | 411 LF | " | 0.85 | 349.35 | |
| 18" Concrete Pipe | 153 LF | " | 1.75 | 267.75 | |
| 24" Concrete Pipe | 57 LF | " | 2.95 | 168.15 | |
| 58" Arch Type CMP 10 ga. | 50 LF | " | 16.08 | 804.00 | |
| 2 Bands | 2 ea. | " | 11.72 | 23.44 | |
| 3"-0 Aggregate | 13,381 cu.yd. | " | 1.20 | 16,057.20 | |
| 3/4-0 Aggregate | 5,669.7cu.yd. | " | 1.20 | 6,803.67 | |
| 3/8-0 Aggregate | 81 cu.yd. | " | 1.20 | 97.20 | |
| ½-¼ Aggregate | 162 cu.yd. | " | 1.20 | 194.40 | |
| ¼-#10 Aggregate | 54 cu.yd. | " | 1.20 | 64.80 | |
| RC-3 Asphalt | 43.33 Tons | " | 25.75 | 1,115.75 | |
| 85-100 Asphalt | 246.36 Tons | " | 22.50 | 5,543.14 | |
| 200-300 Asphalt | 23.61 Tons | " | 22.50 | 531.22 | |
| RS-1 Asphalt | 599 Gal | " | 0.205 | 122.80 | |
| | | | | | $32,455.77 |
| Equipment Rentals and Misc. Exp.: | | | | | |
| Hired Equip. | | | | 5,135.76 | |
| Bond | | | | 354.38 | |
| Home Office and Misc. Exp. | | | | 225.40 | |
| | | | | | $ 5,715.54 |
| | | | | | $43,906.95 |

## Cost Analysis of
## L. P. Stubblefield

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *12" Concrete Pipe | 411 | LF | $ 0.85 | $ 0.85 | $ 349.35 | $ 349.35 |
| *18" Concrete Pipe | 153 | LF | 1.75 | 1.75 | 267.75 | 267.75 |
| *24" Concrete Pipe | 57 | LF | 2.95 | 2.95 | 168.15 | 168.15 |
| *58" Arch Type CMP 10 ga. | 50 | LF | 16.55 | 16.50 | 827.44 | 825.00 |
| 3"-0 Material in Base | 13,381 | Cu.Yd. | 1.891 | 1.90 | 25,306.11 | 25,423.90 |
| 3/4-0 Material in Base & Sh. | 939 | Cu.yd. | 1.20 | 1.20 | 1,126.80 | 1,126.80 |
| 3/4-0 Material in Base & Sh. | 1,013 | Cu.Yd. | 1.89 | 1.90 | 1,915.88 | 1,918.13 |
| *Sprinkling | 500.7 | M-Gal. | 3.00 | 3.00 | 1,502.10 | 1,502.10 |
| 3/4-0 Material in Binder | 272 | Cu.Yd. | 1.20 | 1.20 | 326.40 | 326.40 |
| RC-3 in Binder | 43.33 | Tons | 25.75 | 25.75 | 1,115.75 | 1,115.75 |
| Class "B" Asphaltic Conc. | 4,307.16 | Tons | 2.28 | 2.44 | 9,800.81 | 10,509.47 |
| PA #1 8" Perf. Metal Drain | 447 | LF | 0.70 | 0.70 | 312.90 | 312.90 |
| PA #1 3/8-0 Backfill in Drains | 81 | Cu.Yd. | 1.20 | 1.20 | 97.20 | 97.20 |
| PA #2 200-300 Asphalt in Seal | 23.61 | Tons | 22.50 | 22.50 | 531.22 | 531.22 |
| PA#2 ½"-¼" Aggregate in Seal Coat | 162 | Cu.Yd. | 1.20 | 3.00 | 194.40 | 486.00 |
| PA #2 ¼"-#10 Aggregate in Seal Coat | 54 | Cu.Yd. | 1.20 | 3.00 | 64.80 | 162.00 |
| TOTAL COST . . . . . . . . . . | | | | | $43,906.95 | $45,122.12 |

| | |
|---|---|
| Gross Revenue | $45,122.12 |
| Total Cost | 43,906.95 |
| Net Profit | $ 1,215.17 |

Detail of Cost
L. C. Daniels

| | | |
|---|---|---|
| Labor | $5,499.06 | |
| Labor Insurance | 395.93 | |
| | | $ 5,894.99 |
| Equipment Rental and Miscellaneous Expense | | |
| Equipment Rent (Own) | $4,056.32 | |
| Equipment Rent (Hired) | 1,255.23 | |
| Gas, Oil and Grease | 636.89 | |
| Bond | 122.45 | |
| Freight | 504.33 | |
| Small Tools & Misc. Supplies | 52.24 | |
| Health & Welfare | 81.56 | |
| Home Office & Gen. Overhead | 311.65 | |
| | | $ 7,020.71 |
| | | $12,915.70 |

# Cost Analysis
## Work done by "Bob" Daniels

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100% | All | $1,778.99 | $2,500.00 | $1,778.99 | $2,500.00 |
| Structural Excav. Unc. | 476.65 | Cu.Yd. | 3.32 | 5.00 | 1,581.51 | 2,348.55 |
| General Excav. Uncl. | 16,893.4 | Cu.Yd. | 0.25 | 0.35 | 4,229.76 | 5,912.69 |
| Short Overhaul | 40,023.3 | Yd.Sta. | 0.014 | 0.02 | 572.57 | 800.47 |
| Long Overhaul | 575 | C-Yd.Sta. | 0.357 | 0.50 | 205.73 | 287.80 |
| Finish R/B & Slopes | 1.8 | Mile | 447.72 | 600.00 | 805.91 | 1,080.00 |
| Rounding Cutbanks | 9,219 | LF | 0.13 | 0.20 | 1,198.47 | 1,843.80 |
| *12" Concrete Pipe | 411 | LF | 1.19 | 1.45 | 489.09 | 595.95 |
| *18" Concrete Pipe | 153 | LF | 1.30 | 1.55 | 198.92 | 237.15 |
| *24" Concrete Pipe | 57 | LF | 1.98 | 2.25 | 113.22 | 128.25 |
| *58" Concrete Pipe | 50 | LF | 1.10 | 2.50 | 55.06 | 125.00 |
| Salv. Culvert Pipe | 222 | LF | 2.93 | 3.00 | 652.36 | 666.00 |
| Sprinkling | 199 | M-Gal | 2.76 | 3.00 | 549.48 | 597.00 |
| *PA #1 8" Perf. Concrete Pipe | 447 | LF | 0.82 | 0.95 | 366.35 | 424.65 |
| *PA #1 3/8"-0 Backfill Material | 81 | Cu.Yd. | 1.46 | 1.80 | 118.28 | 145.80 |
| | | | | | $12,915.70 | $ 17,693.11 |

*Pipe and Aggregate Furnished by L. P. Stubblefield.

| | |
|---|---|
| Gross Revenue | $17,693.11 |
| Total Cost | 12,915.70 |
| Net Profit | $ 4,777.41 |

## Detail of Costs
## J. C. Compton Company

| | | | |
|---|---|---|---|
| Labor: | $ 8,908.48 | | |
| Labor Insurance | 865.42 | | |
| Health and Welfare | 126.10 | | |
| | | $ 9,900.00 | |
| Materials: | | | |
| Freight on RC-3 Asphalt | 207.98 | | |
| Freight on 85-100 Asphalt | 1,211.47 | | |
| Freight on RS-1 Asphalt | 55.87 | | |
| Freight on 200-300 Asphalt | 142.43 | | |
| Fuel Oil | 663.91 | | |
| | | $ 2,281.66 | |
| Equipment Rentals & Misc. Expense | | | |
| Equipment Rent (Own) | 4,370.08 | | |
| Equipment (Hired) | 419.01 | | |
| Gas, Oil and Grease | 1,343.47 | | |
| Bond | 159.40 | | |
| PUC | 100.14 | | |
| Freight | 213.19 | | |
| Test Scales | 115.47 | | |
| Misc. Expense | 243.57 | | |
| Home Office & Gen. Overhead | 625.00 | | |
| | | $ 7,589.33 | |
| | | | $ 19,770.99 |

## Cost Analysis of
## J. C. Compton Company

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4-0 Base & Shoulders | 939 | Cu.Yd. | $ 0.87 | $ 0.70 | $ 824.40 | $ 663.87 |
| 3/4-0 in Binder | 272 | Cu.Yd. | 2.08 | 2.00 | 594.40 | 544.00 |
| Place RC-3 in Binder | 43.22 | Tons | 10.73 | 19.50 | 464.81 | 833.65 |
| Class B Asphaltic Conc. | 4,307.16 | Tons | 4.01 | 4.31 | 17,269.79 | 18,563.86 |
| PA #2 200-300 in Seal | 23.61 | Tons | 16.34 | 32.50 | 385.83 | 767.33 |
| PA #2 ½-¼ in Seal | 162 | Cu.Yd. | 1.07 | 3.00 | 173.82 | 486.00 |
| PA #2 ¼-#10 in Seal | 54 | Cu.Yd. | 1.07 | 3.00 | 57.94 | 162.00 |
| | | | TOTAL | | $19,770.99 | $22,020.71 |

| | |
|---|---|
| Gross Revenue | $22,020.71 |
| Total Cost | 19,770.99 |
| Net Profit | $ 2,249.72 |

## Breakdown of Paving Costs

| | Quantity | Unit | Total Cost | Unit Cost |
|---|---|---|---|---|
| Move in & Set up | 4,307.16 | Tons | $6,386.35 | $ 1.48 |
| Feed Plant | " | " | 479.30 | 0.11 |
| Heat and Mix | " | " | 4,999.82 | 1.16 |
| Asphalt | " | " | 5,543.14 | 1.29 |
| Freight on Asphalt | " | " | 1,211.47 | 0.28 |
| Aggregate | " | " | 4,135.20 | 0.96 |
| Haul to Road | " | " | 1,872.33 | 0.44 |
| Place on Road | " | " | 2,159.45 | 0.50 |
| Traffic Control | " | " | 283.87 | 0.07 |
| TOTAL | 4,307.16 | Tons | $27,070.93 | $ 6.29 |

Total Plant Time 40 hrs.
Down Time 4 hrs.

Net Operating Time 36 hrs.

Tons of Class "B" Asphaltic Concrete produced 4,307.16

Average Tons per hour = $\frac{4,306.16}{36}$ = 119.6 Tons

Remarks:

This was a regular "Federal Aid Secondary Project" located on the Territorial Highway in Lane County. The north end of the project was at the junction of the Territorial Highway and the Siuslaw Highway about 1.5miles west of Cheshire. The south end was at Smithfield which is about 6.8 miles north of Elmira. The overall length of the project was 1.8 miles.

The project was bid and awarded to L. P. Stubblefield on April 1, 1954, and was completed June 1, 1955.

The prime contractor sub-contracted the following items to L. C. Daniel of Eugene, Oregon, clearing and grubbing, structural excavation unclassified, general excavation unclass., short overhaul, long overhaul, finish R/B and slopes, rounding cutbanks, all pipe item and the backfill on pipe. For the pipe items he furnished the pipe delivered on the job. The aggregate for the backfill was furnished from his commercial quarry north of Smithfield at $1.20 per cubic yard in the truck.

The following items were subcontracted: 3/4-0 Material in binder course, RC-3 Asphalt in binder course, Class "[illegible]" asphaltic concrete, 200-300 asphalt in seal coat, Aggregate in seal coat to J. C. Compton Co. of McMinnville.

The principal contractor purchased the asphalt at Willbridge, Oregon, at the cost price and the aggregate from his commercial quarry at $1.20 per cubic yard.

The subcontractor on grading moved in on May 14, 1954, and began clearing on May 16, 1954, using a crew of two men and a power saw. This work was completed during the week ending June 6, 1954. This item shows a good profit.

The subcontractor moved in his grading equipment, consisting of a TD 14 tractor with dozer blade, a D 8 caterpillar with a scraper, a #12 caterpillar grader. He began grading on June 1, 1954, and completed this phase of work on August 14, 1954. The grading contractor operating equipment himself and having a crew of three men or less was able to realize a very good profit.

The principal contractor began placing base rock, supplied from his commercial source, on the grade on August 18, 1954. This work was accomplished by using hired equipment consisting of 7 - 8 CY Trucks, #12 Powergrader, a 3 Leg 10 Ton Roller and a 1,000 Gallon Water Wagon. This work was completed on September 1, 1954.

On Saturday, September 25, 1954, J. C. Compton Co. moved his oiling crew from Roseburg, Oregon, and placed the binder course on the project. As this work was done on Saturday and having to make a return move to Roseburg the placing of the aggregate in binder course shows a loss.

The work on the project stopped at this point for the year.

On November 1, 1954, the sub-contractor of paving began moving in and setting up his 4,000 lb. batch plant at Stubblefield's quarry north of Smithfield. He made a partial set up and on November 7, 1954, moved all the rolling equipment to McMinnville for the winter.

On May 3, 1955, he returned to the project and began putting the plant in condition for mixing asphaltic concrete. This work was completed on May 15, 1955. Paving began on May 16, 1955, and was completed May 20, 1955. The equipment used in paving was a barber green paver, with a crew of 6 men, a two-wheel tandem roller, a three-wheel tandem roller, 5 - 8 cu. yd. trucks, a 1 - 5 cu. yd. hired truck, two flagmen and other necessary equipment.

For this work the principle contractor furnished the aggregate in stockpile at his Smithfield quarry and the asphalt at Willbridge. The sub-contractor transported the asphalt to the project.

On May 23, 1955, the subcontractor on asphalt placed the seal coat using a distributor, 5 - 8 cu. yd. trucks, a powergrader, and a 10 Ton roller.

As soon as the seal was completed the principle contractor began placing the shoulder rock using hired equipment. All work on the project was completed on June 1, 1955.

All parties working on the project having good supervision, and good equipment made fair profits.

Oscar Cutler
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
AUG 24 1955
FOR FILING

S-247(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 22, 1955

| | | |
|---|---|---|
| (CONTRACT NO.) 4128 | (EST. NO.) | (CONTRACTOR) |
| 4128 | 7-Final | L. P. Stubblefield |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 16598 | R-130295 | $ 2,622.00 | 8/22/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1954

Time Extensions: to June 1, 1955 without penalty

Completion Date: June 1, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 8-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 1955

Ruth Rawlings

RECEIVED
AUG 1 - 1955
FOR FILING

S-247(3)
41 F

July 29, 1955

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4128 for work performed on the Siuslaw Junction-Smithfield Section of Territorial Highway in Lane County was completed by the contractor, L.P. Stubblefield, on June 1 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $2,622.00 will be released to the contractor on or after August 8, 1955, The total contract amount is $84,835.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 1 - 1955
FOR FILING

S-247(2)
41-T

July 29, 1955

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4128 for work performed on the Siuslaw Junction-Smithfield Section of Territorial Highway in Lane County was completed by the contractor, L.P. Stubblefield, on June 1 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $2,622.00 will be released to the contractor on or after August 8, 1955, The total contract amount is $84,835.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 11 1955
FOR FILING

S-247(5)
4128

July 11, 1955

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time from September 30, 1954 to July 30, 1955 within which to complete your contract No. 4128, covering the Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request from September 30, 1954 to and including June 1, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

James Putnam,
Resident Engineer

H. G. Smith,
Construction Engineer

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JUN 29 1955
FOR FILING

| |
|---|
| |
| 247(5) |
| 4128 |

June 29, 1955

Request for extension of time
No. 6
June 30–July 1 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith a request from L. P. Stubblefield for an extension of time on the Siuslaw Junction-Smithfield Section of the Territorial Highway, Contract No. 4128, from September 30, 1954 to July 30, 1955.

The specifications for this contract provided that no paving could be done after September 30th of 1954, and because of an extremely wet fall the contractor was unable to complete the subgrade in time to permit the paving at that time. The road was in such shape that there was no particular inconvenience to the public, nor any additional engineering cost incurred because of the overrun.

This project was actually completed on June 1, 1955, and I recommend that the extension, to and including that date, be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc H. G. Smith

EAP gm

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JUN 16 1955
FOR FILING

[illegible]
41[illegible]

June 16, 1955

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, California

Gentlemen:

It is the intention of the State Highway Commission to release to L. P. Stubblefield a portion of the funds heretofore retained by the Commission in connection with contract No. 4128, covering the Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County.

This payment, in the amount of $33,294.01, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,542.70. The present payment will be released on or after June 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
JUN 16 1955
FOR FILING

[illegible]
41[illegible]

June 16, 1955

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, California

Gentlemen:

It is the intention of the State Highway Commission to release to L. P. Stubblefield a portion of the funds heretofore retained by the Commission in connection with contract No. 4128, covering the Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County.

This payment, in the amount of $33,294.01, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,542.70. The present payment will be released on or after June 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 8 1955
FOR FILING

S-247(5)
4128

June 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Siuslaw Junction-Smithfield Contract No. 4128, Oregon S-247 (5), from September 30, 1954 to June 1, 1955, to L. P. Stubblefield, contractor.

The contract for this section provided that no paving could be done after September 30th of 1954.

An extremely wet fall precluded the contractor from preparing the subgrade in time to permit the paving at that time. The road was in such a shape that there was no particular inconvenience to the public, nor was any additional engineering cost incurred because of the overrun.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
JUN 8 1955
FOR FILING

S-247 (5)
4128

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 1, 1955, on Contract No. 4128, Siuslaw Junction-Smithfield Section, in Lane County, in connection with Federal Aid Project No. S-247 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EGP:ia

cc: John Cattrall

- 347 (5)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 4, 1955

Section Siuslaw Junction - Smithfield

Kind of work Grade and Pave

Highway Territorial

Section prefix 120-1092

Contractor L. P. Stubblefield

Contract number 4128

Date of contract April 1, 1954

Date of completion September 30, 1954

Date work started May 15, 1954

Estimated date of completion , 19

Project authorization $ 93,355.88

Exclusive of Engineering $ 86,717.24

Per cent of time elapsed 234.3 %

Estimated cost of completed project, exclusive of engineering $ 84,846.64

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 6,638.64

Engineering cost to date $ 7,574.65, 114.1 %

Date project was completed June 1, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report:

Dressing of shoulders was completed Wednesday, June 1. Mr. Young, Ass't. Div. Engr., inspected the job Thursday. The Semi-final was mailed to the Division office Friday.

All of the Contractor's equipment was removed Wednesday.

NOTED
OSCAR CUTLER

|  | STATION | PLANS | FINAL |
|---|---|---|---|
| EXC. | 0 - 96 | 20,188 | 16,893 |
| EMB. | " | 17,883 | 13,744 |

RECEIVED
JUN 1955
OFFICE OF

Signed

Address 2191 E 15th St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.84 | 1.84 |  | 1.84 | 1.84 |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 1.84 | 1.84 |  | 1.84 | 1.84 |
| Total estimated quantities | 16,893 CY | 15,605 CY |  | 66.93 T | 4307 T |
| Estimated quantities moved or placed to date | 16,893 CY | 15,605 CY |  | 66.93 T | 4307 T |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 3 |  |  |  |  |

Percentages of men employed on contract to be secured from:

........................ County, ........%; ........................ County, ........%; ........................ County, ........%; ........................ County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  | 1 |  | 1 | 2 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  | 1 |  |  | 1 |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | 3 |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ................

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ................, . . . . . ................, . . . . . ................

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Holiday |  |  |
| Tuesday | Rain |  |  |
| Wednesday | Fair |  |  |
| Thursday | " |  |  |
| Friday | Rain |  |  |
| Saturday |  |  |  |

Form PR 2 (Revised 1950)

1417

State Oregon

**Federal Aid Secondary** Project No. S-247(5)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-six thousand and 00/100 dollars ($56,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+60 in the NE 1/4, Section 17, T. 16 S., R. 5 W., W.M., and survey station 95+54.09 in the NW 1/4, Section 28, T. 16 S., R. 5 W., W.M., including a wye connection, Station $L_s$ 0+70 to $L_s$ 2+70, without exception, length 1.835 miles, in Lane County, being Oregon Federal Aid / Secondary project No. S-247(5), consisting of 1.835 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-six thousand and 00/100 dollars ($56,000.00), which does not exceed the authorized Federal pro rata share of ninety-one thousand, two hundred eighty-one and 30/100 dollars ($91,281.30), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

EIVED
OCT 7 1954
DIVISION 8

OCT 5 1954

SEP 1 1954

OCT 12 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247 (5)

# SIUSLAW JUNCTION-SMITHFIELD SECTION
# OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1954

Type Code 6201
Roadway (Sta. 0+60 to Sta. 95+54.09)(Ls Sta. 0+70 to LS Sta. 2+70)(Contract No. A128)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | $ | $ 2,500.00 |
| 170 | cu. yd. | Structural Excavation, Unclassified | 5.00 | 850.00 |
| 22,000 | cu. yd. | General Excavation, Unclassified | 0.35 | 7,700.00 |
| 61,000 | yd. sta. | Short Overhaul | 0.02 | 1,220.00 |
| 1,200 | C-yd. sta. | Long Overhaul | 0.50 | 600.00 |
| 1.80 | miles | Finishing Roadbed and Slopes | 600.00 | 1,080.00 |
| 6,600 | lin. ft. | Rounding Cutbanks | 0.20 | 1,320.00 |
| 250 | lin. ft. | 12-inch Concrete Pipe | 2.30 | 575.00 |
| 120 | lin. ft. | 18-inch Concrete Pipe | 3.30 | 396.00 |
| 70 | lin. ft. | 24-inch Concrete Pipe | 5.20 | 364.00 |
| 50 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 19.00 | 950.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 3.00 | 210.00 |
| 13,700 | cu. yd. | 3" - 0 Material in Base | 1.90 | 26,030.00 |
| 2,900 | cu. yd. | 3/4" - 0 Material in Base and Shoulders | 1.90 | 5,510.00 |
| 500 | M-gal. | Sprinkling | 3.00 | 1,500.00 |
| 240 | cu. yd. | 3/4" - 0 Material in Binder Course | 3.20 | 768.00 |
| 38 | tons | RC-3 Asphalt in Binder Course | 45.00 | 1,710.00 |
| 4,400 | tons | Class "B" Asphaltic Concrete | 6.75 | 29,700.00 |
| | | Subtotal | | $82,983.00 |
| | | 10% Engr. & Cont. | | 8,298.30 |
| | | Total | | $91,281.30 |

Length of Roadway 1.835 miles
Cost of Roadway per mile $49,744.57

| | |
|---|---|
| Federal Funds | $56,000.00 |
| State Funds | 35,281.30 |
| | $91,281.30 |

State Funds for Constr.: Chap. 175, laws 1917,; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-247 (5)

## SIUSLAW JUNCTION-SMITHFIELD SECTION
## OF THE TERRITORIAL HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1954

Type Code 6201
Roadway (Sta. 0+60 to Sta. 95+54.09)(Ls Sta. 0+70 to
Ls Sta. ~~9+17.42~~)
2+70

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 2,000.00 |
| 170 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 510.00 |
| 22,000 | cu. yds. | General Excavation, Unclassified | 0.35 | 7,700.00 |
| 61,000 | yd. sta. | Short Overhaul | 0.02 | 1,220.00 |
| 1,200 | C-yd. sta. | Long Overhaul | 0.50 | 600.00 |
| 1.80 | miles | Finishing Roadbed and Slopes | 600.00 | 1,080.00 |
| 6,600 | lin. ft. | Rounding Cutbanks | 0.20 | 1,320.00 |
| 250 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 500.00 |
| 120 | lin. ft. | 18-inch Concrete Pipe | 3.25 | 390.00 |
| 70 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 332.50 |
| 50 | lin. ft. | 58-inch Arch Type Corrugated Metal Pipe | 20.00 | 1,000.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 140.00 |
| 13,700 | cu. yds. | 3" - 0 Material in Base | 3.00 | 41,100.00 |
| 2,900 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 3.25 | 9,425.00 |
| 500 | M-gal. | Sprinkling | 3.00 | 1,500.00 |
| 240 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.50 | 1,080.00 |
| 38 | tons | RC-3 Asphalt in Binder Course | 48.00 | 1,824.00 |
| 4,400 | tons | Class "B" Asphaltic Concrete | 7.50 | 33,000.00 |
| | | | Subtotal | $104,721.50 |
| | | | 10% Engr. & Cont. | 10,472.15 |
| | | | Total | $115,193.65 |

Length of Roadway ~~1.844~~ 1.835 miles
Cost of Roadway per mile ~~$62,469.44~~ 62,775.83

| | |
|---|---|
| Federal Funds | $ 60,000.00 |
| State Funds | 55,193.65 |
| | $115,193.65 |

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MAR 26 1954
FOR FILING

OREGON DISTRICT
S-247 (5)
41-E

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-247(5), Siuslaw Junction-Smithfield Section of the Territorial Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry, necessary for construction of the project, have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

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[illegible]
4128

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

June 24, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between L. P. Stubblefield and J. C. Compton Company, covering Items 16, 17, and 18 on the Siuslaw Junction-Smithfield Contract No. 4128, Oregon S-247 (5), is approved on the basis that Stubblefield will furnish the aggregates in stockpile and the asphalt and oil f.o.b. Compton's trucks.

Four copies of the Subcontract are returned herewith for distribution.

Very truly yours,

R. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2 - C. G. Polk

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1954
NGINEER

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MAY 27 1954
FOR FILING

S-247(5)

4128

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 15, 1954 on Contract No. 4128, Siuslaw Junction-Smithfield Section, in Lane County, in connection with Federal Aid Project No. S-247 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:gz

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MAY 3 1954
FOR FILING

[illegible]

4128

May 3, 1954

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4128, which was awarded to you April 1, 1954 by the State Highway Commission, covering the Siuslaw Junction-Smithfield Section of the Territorial Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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APR 28 1954
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

4 1[illegible]

Salem, Oregon
April 27, 1954

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between L. P. Stubblefield and L. C. Daniel covering Items 1 to 12 inclusive, on the Siuslaw Junction-Smithfield Contract No. 4128, Oregon S-247 (5), is approved and you may so inform the interested parties. It is understood under the subcontract that all concrete and corrugated metal pipe in Items 8 to 11 inclusive, is to be furnished by the prime contractor.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

NOTE
W. C. WILLIAMS

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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APR 27 1954
STATE HIGHWAY [illegible]

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APR 6 1954
FOR FILING

S-247(5)

4/1 54

April 5, 1954

Mr. L. F. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Mr. Stubblefield:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4128 for grading and paving 1.80 miles on the Siuslaw Junction-Smithfield Section of the Territorial Highway about 7 miles north of Elmira in Lane County. This award was based on your bid of $84,983.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SHC

Xide ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
S-247(5)

4128

April 1, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4128 for Oregon Project S-247(5), Siuslaw Junction-Smithfield Section of the Territorial Highway, to L. P. Stubblefield of Eugene, Oregon, low bidder in the amount of $82,983.00 at the April 1, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
APR 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1953
FOR FILING

| |
|---|
| [illegible] |
| |
| 4128 |

Cross Referenced To:
Adm
Petitions
Lane Co

October 20, 1953

310

Box 300
Cheshire
Oregon

Gentlemen:

There was received by the State Highway Commission in yesterday's mail, petitions signed by numerous legal voters of Lane County requesting the grading and paving of that section of Territorial State Secondary Highway from its junction with Highway No. 36 near Cheshire to a connection with the existing pavement at a place known as Franklin (Smithfield).

The project that you have in mind has been considered by the members of the State Highway Commission, and I am pleased to inform you has been approved by this Commission for construction during 1954. It is tentatively proposed to receive bids for the work at a regular meeting of the Commission in March, 1954.

In the petition the Highway Commission was requested to construct such improvement along or near the Applegate Trail. You will be pleased to know that the plans for the project call for improvement on the existing highway, which we understand is the route of the Applegate Trail to which you refer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mm

## PETITION

TO: OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

**************************************

We, the legal voters of the State of Oregon do hereby petition the Oregon State Highway Commission to grade and pave the section between Highway No. 36 and Franklin (Smithfield), and that such section be located on the old original Applegate Trail; beginning at the intersection of Highway No. 36 at Cheshire, Oregon and continuing along or near the original Applegate Trail to connect with the now existing pavement at Franklin (Smithfield).

ANSWERED
H. B. GLAISYER

| Name | Address |
|---|---|
| J. S. Klein | 1258 Adams St. Eugene Oregon |
| [illegible] | [illegible] City |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| W [illegible] | [illegible] |
| [illegible] | [illegible] |
| Robert [illegible] | [illegible] |
| [illegible] | [illegible] Oregon |
| Lester C. [illegible] | 1491 [illegible] |
| William Dockter | Junction City, Ore |
| Arthur W [illegible] | Junction City |

PETITION

TO: OREGON STATE HIGHWAY COMMISSION (Cont)

| Name | Address |
|---|---|
| [illegible] | Junction City [illegible] |
| [illegible] | Junction City Oregon |
| Clarence [illegible] | Junction City Oregon |
| [illegible] | [illegible] |
| [illegible] | [illegible] City [illegible] |
| A. E. [illegible] | Star Route Cheshire Oreg |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| J. H. Myers | Cheshire, Oregon |
| [illegible] | [illegible] |
| Orval R. [illegible] | R#1, [illegible] |
| [illegible] | Alvadore Oregon |
| P. A. Miller | Noti Oregon |
| Anna [illegible] | Junction City |
| Jessie [illegible] | Junction City |
| Elvin [illegible] | Junction City |
| [illegible] Bradley | [illegible] |
| Mrs Jeannette Bradley | voting precinct Richardson |
| Mrs Blanch Van Kirk | Cheshire Oregon |
| John M Van Kirk | Cheshire Oregon |
| Earl M<sup></sup>[illegible] | 3125 E. [illegible] Rd. Eugene |

RECEIVED

| Name | Address |
|---|---|
| [illegible] | [illegible] Precinct |
| [illegible] | [illegible] |
| Donald E. Briggs | 1627 9th Springfield, Ore Precinct 6 |
| Harlon E. Reeves | 764 Patterson Eugene Ore. |
| V. C. Cheshire | Cheshire, Oreg (Richardson) |
| R. E. Witte | 1895 E. 8th Springfield, Ore. (9) |
| [illegible] Lindsay | 4160 Concord Eugene Ore. (12) |
| C. C. Willoughby | 1406 Hilliard Lane Eugene Oreg. |
| James E. Cummins | 290 Santa Clara Ave |
| John R Myers | Cheshire Ore. |
| Margaret Myers | Cheshire, Ore |
| Laura M. Lonkey | Junction City Ore |

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JUL ?? 1952
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Const
R/W
Territorial Sec.

3169
Co.

Cross Referenced To:
Adm
Petitions
Lane Co.

July 28, 1952

Hon. D. T. Bayly,
Judge of Lane County
Eugene, Oregon

Between Franklin and its Jct.
with Siuslaw Highway.

Dear Sir:

Reference is made to your letter under date of July 21, to the attention of Mr. Glaisyer, making further inquiry as to the cost and effectiveness of an oil dust pallative recently approved by the Highway Commission for a 1.7-mile section of the Territorial Secondary Highway immediately south of its junction with the Siuslaw Highway, to be constructed in 1953.

Since this project is some months away, I suggest that you direct a similar inquiry to the attention of Mr. E. A. Collier, Maintenance Engineer, about this date in 1953, at which time the above information will be available.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler

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JUL [illegible] 1952
FOR FILING

July 24, 1952

Hon. D. T. Bayly, Judge
Lane County
Eugene, Oregon

Dear Judge Bayly:

I am referring to the State Highway Engineer, Mr. R. H. Baldock, your letter of July 21, 1952 regarding the application of a light oil coating on the Territorial Road between Franklin and Highway No. 36. I am sure that he will be glad to give you the information that you desire concerning the cost of such oil treatment and whether or not the results accomplished have proved satisfactory.

I am passing on to the members of the State Highway Commission your expression of appreciation for the action taken by the Commission regarding this matter.

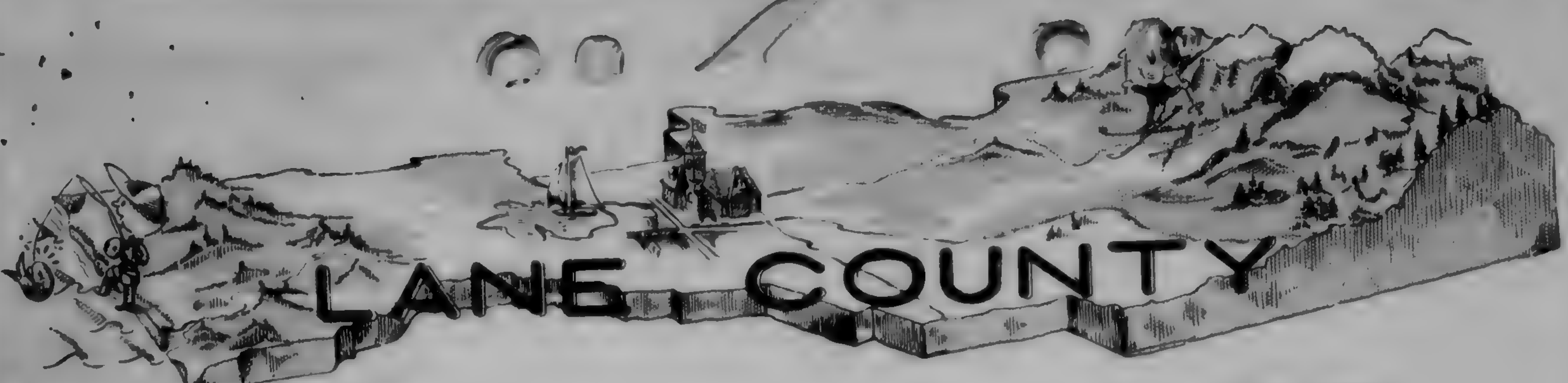
With kindest regards, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ebr

cc Members of the Commission
R. H. Baldock



DAY T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS A. McBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

EUGENE, OREGON

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

July 21, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Light Oil Coat on Territorial Road

Dear Mr. Glaisyer:

The Lane County Court wants to thank you and the State Highway Commission for favorably passing on the application of Franklin Grange No. 572 for a dust palliative oil coat on the section between Franklin and Highway No. 36. We are very interested in the cost of such oiling and what your conclusions are as to the results. We note that you will not do this oiling until next spring, but we would like as much information in regard to it as you can give next summer or fall. Our past policy has been no dust palliative, but we have had considerable demand for such treatment.

Will you please mark your files so we can get the above information when you have it available.

Yours truly,

D T Bayly

D. T. Bayly
County Judge

DTB:lcp

RECEIVED

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 7 1952
FOR FILING

Court
R/W
Territorial Rd.

July 15, 1952

County Court of Lane County
Court House
Eugene, Oregon

Gentlemen:

In your letter of June 27, 1952 you ask the Highway Commission to place a light oil coat on the unimproved section of the Territorial Highway between Franklin and Highway No. 36, a distance of about 1.7 miles.

This matter had the attention of the Highway Commission at its meeting last week. A delegation representing Franklin Grange No. 572 appeared before the Commission and requested a similar type of improvement. The Commission told the delegation that it is willing to try out an experiment on this section of road nothwithstanding that there is a question whether the application of a dust palliative would prove successful. The Engineer was authorized to construct such oil treatment next spring. The work cannot be done this year because it would be too late in the season before a crew could be put on the job to do the work. It is my understanding that the work will be completed before improvement of this highway between Highway No. 36 and Monroe is finished.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
JUL 7 1952
FOR FILING

[illegible]
[illegible]
[illegible]

Cross Referenced To:
Adm
Petitions
Lane Co

July 2, 1952

Oregon State Highway Commission

Gentlemen:

A group representing Franklin Grange No. 572, Lane County, will appear before you at the next meeting to request improvement of the Territorial Secondary Highway between Franklin and the junction of Ore36 (Siuslaw Highway), the length of the improvement requested being about 1.7 miles.

You considered a similar request at a recent meeting, and the Engineer advised that the cost of rebuilding the road to modern secondary standards was $100,000. You denied the improvement on the basis that there were no funds now available for such work.

The delegation now appearing will ask you, I believe, for a so-called dust palliative, which we consider as a very light type of oil treatment. In most cases this dust palliative breaks up very badly during the winter months, and it is quite often necessary to entirely re-oil the roadbed each spring. The cost of light oil is about $800 per mile, which should make the cost of applying a dust palliative on the 1.7-mile section about $1,400. We ordinarily do not recommend dust palliatives on light-surfaced roads, owing to the cost of replacement each spring, but there is considerable merit in this instance, in that the 1.7-mile section lies between existing oiled or paved roads and the cost of the temporary improvement of such a short section is not excessive.

If the delegation requests the oil treatment, it would be my recommendation that they be advised that it is now so late in the year it would probably be about August 1 before the oil could be applied, and there would be only a short period that the oil surface would be of benefit, as fall rains automatically take care of the dust nuisance. I would suggest that the delegation be advised that next spring a dust palliative be applied and maintained as such until the highway can be improved. If you approve of this, we will arrange to program moneys in our maintenance budget to care for this item in 1953.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me cc Mr. Collier
cc Mr. W. W. Stiffler
Mr. C. H. Maison

RECEIVED
JUL 7 1952
FOR FILING

Const
R/W
Territorial Sec.

Salem, Oregon
July 1, 1952

Mr. W. C. Williams

Herewith is your copy of Mr. Glaisyer's confirmation to Howard Merriam, reserving fifteen minutes' time on July 11 for his group, which is requesting improvements to the Territorial Secondary Highway between Franklin and its junction with the Siuslaw Highway, a total distance of 1.8 miles.

I would suggest that you advise the Commission as to the estimated cost to reconstruct the 1.8-mile section to modern standards for a secondary highway, including an oiled surface and a foundation that will support log and lumber trucks.

The existing surfacing on the above section consists of light macadam on red clay soil in a rolling hills country. The macadam itself is quite unstable in the spring months, but serves fairly well during the dry season.

There are three untreated macadam sections on the Territorial Highway in Lane County all charged to one prefix, so that the above section cannot be separated from the others. However, the surface maintenance cost for 1951 on the untreated sections was $1,440 per mile. The surface maintenance cost for 1951 on the twelve miles of oiled sections was $435 per mile.

The estimated cost of a dust palliative for 1.8 miles is $1,500, which would last only one season so that this cost would continue annually and is not recommended.

W. W. Stiffler

WWS:er

Re: 5 + 4.5

LANE COUNTY

DAY T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS A. MCBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

EUGENE, OREGON

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

June 27, 1952

Oregon State Highway Commission
Salem, Oregon

Re: Territorial Secondary
Franklin to Highway 36

Gentlemen:

At the request of Franklin Grange No. 751 the Lane County Court has considered the condition of the highway for 1.7 miles between Franklin and Highway 36. We find that said piece of road is very dusty and becomes exceptionally rough during the summer time. We understand that they are asking the State Highway Commission to put a light oil coat on this piece of road as soon as you can in 1952.

Considering the large amount of traffic over this piece of road, we believe it is entitled to a light oil coat even though before long you will be grading and paving a new alignment for this connection. Undoubtedly, you know that the Territorial road from Crow to Monroe will all be paved before long except for this 1.7 miles. We hope you will proceed to oil this small unpaved section.

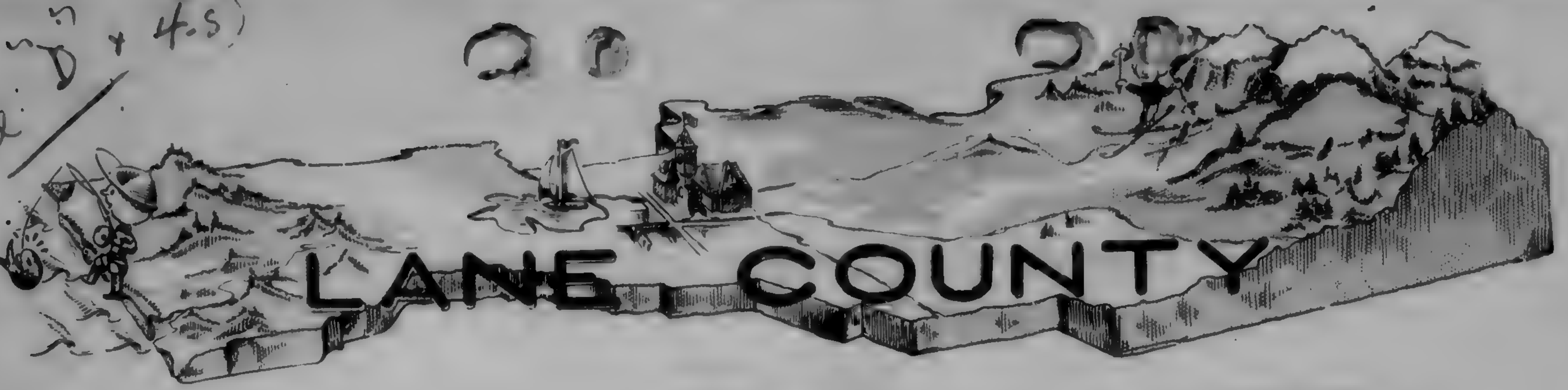
Yours truly,
LANE COUNTY COURT
By
D T Bayly
Judge
Robt D Maclay
Commissioner
L G Raish
Commissioner

DTBrw

ANSWERED
H. B. GLAISTER

[illegible] spring of 1953 - cost [illegible] to be [illegible] this year -
question of [illegible] - [illegible]

Re: [illegible] + 4.5)



DAY T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTS, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS A. McBAIN, CHIEF TAX DEPUTY
GRACE SCHISKA, TREASURER

EUGENE, OREGON

P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
JAMES PARTRIDGE, BUILDING INSPECTOR

June 27, 1952

Oregon State Highway Commission
Salem, Oregon

Re: Territorial Secondary
Franklin to Highway 36

Gentlemen:

At the request of Franklin Grange No. 751 the Lane County Court has considered the condition of the highway for 1.7 miles between Franklin and Highway 36. We find that said piece of road is very dusty and becomes exceptionally rough during the summer time. We understand that they are asking the State Highway Commission to put a light oil coat on this piece of road as soon as you can in 1952.

Considering the large amount of traffic over this piece of road, we believe it is entitled to a light oil coat even though before long you will be grading and paving a new alignment for this connection. Undoubtedly, you know that the Territorial road from Crow to Monroe will all be paved before long except for this 1.7 miles. We hope you will proceed to oil this small unpaved section.

Yours truly,

LANE COUNTY COURT
By D T Bayly
Judge
Robt D Maclay
Commissioner
L G Raish
Commissioner

DTBrw

VERED
H. B. GLAISTER

[illegible] in spring of 1953 - cost per mile there is to be [illegible] this year -
question of [illegible] - experiment -

FORM E-30 25M 9-51 52315

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1952

SUBJECT: Territorial Secondary -
Franklin North

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

From the end of oil surface at Franklin North to Siuslaw Highway, is 1.8 miles. This is a light macadam surfaced road on red clay soil in rolling hills.

In 1951, the cost to maintain the surface on all macadam sections of this secondary in Lane County averaged $1440 per mile. On the oiled sections 12 miles long the surface maintenance cost was $435 per mile.

The cost for a dust palliative on this 1.8 miles would be $1500 and would only last until Winter. The macadam surface is entirely too light to be used as a base for oil surface.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:dk
cc

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NOTED
W. W. STIFFLER

RECEIVED
AUG 7 1952
FOR FILING

Const
R/W
Territorial Sec

AGENDA
JUL 11 1952

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June 1[illegible], 195[illegible]

Mr. Howard Merriam
Route 4
Eugene, Oregon

Dear Mr. Merriam:

When you were in my office yesterday you asked me to reserve ten or fifteen minutes of time at the next meeting of the State Highway Commission for a group representing Franklin Grange #572, Lane County, to present to the Highway Commission a request for improvement of the Territorial Secondary Highway between Franklin and the junction of Highway 36, Siuslaw Highway, a distance of about 1.7 miles.

This note is simply to confirm the information given you at that time that the Commission's next meeting will be held on Friday, July 11, 1952, in Portland and that I am reserving fifteen minutes of time for the convenience of the people representing the Grange, starting at 11:30 a.m., Pacific Standard Time, on that day. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

11:30 AM
July 11

HBG:jmc

cc: Commissioners
W. Williams

[illegible]

4-

D

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Const.
Hwy
Sec Hwy
Territorial

April 16, 1952

Mr. E. L. Smith
Route 5, Box 350
Eugene, Oregon

Dear Mr. Smith:

I shall bring to the attention of the members of the State Highway Commission and the State Highway Engineer your letter of April 14, 1952 with reference to improvement of the Territorial State Secondary Highway southerly from Crow up Coyote Creek and through the Hadleyville district. As to your inquiry whether or not there is a possibility that the Commission will oil or blacktop this road during 1952, I am sorry but the Commission has made no provision to improve this section of highway this year. However, it has allotted the sum of $275,000 to improve this highway between Cheshire to the Benton County line by grading, paving and construction of bridges. Such improvement, together with improvements made during the last few years, are evidence that the Commission has not forgotten this road and that it is making as rapid progress to improve this highway as is possible with funds available.

As stated above, I will bring your letter to the attention of the members of the Commission for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mns

cc: Commissioners
R. H. Baldock

AGENDA
APR [illegible] 1952

E.L.Smith
Route 5 Box 330
Eugene, Oregon

NOA

April 14, 1952

Mr. H.B.Glaisyer
State Highway Dep't.
Salem, Oregon

Dear Mr. Glaisyer:

As chief of the highway department for our great and prosperous state, I would like to know, as well as thousands of other tax payers would like to know, who live along and adjacent to the Territorial Highway, or also known as the old Applegate Trail, if it could be in the realm of possibility while we are living and using the highway, to oil or black-top the macadam road from Crow on up the Coyote through the Hadlyville district this year 1952.

It is my belief that this section of road has bore the brunt of more wheels and carried more tons per axle than any other road of a similar nature in the state. In thirty five years that I know of, literally millions of feet of lumber have rolled over this road, for twenty some years ago all the mills were located on or near this road, whereas now the bulk of the mills are in or near Eugene and consequently their supply of logs must roll over this same old dusty and rough road.

So in these past years we have contented ourselves in the reverent hope that we someday would know that this section of road has poured enough revenue into the treasury in Salem, and should therefore be entitled to receive its just reward of a surface comparable to its rivals. The record of this old highway speaks for its self in that it has served those pioneers who have now gone on, it has served the present, and with a new and lasting surface it will serve we who are here now and those who take up where we leave off. The costly maintainence and the wear and tear on the maintainence equipment warrants the immediate attention of the aged and established TERRITORIAL ROAD.

Very sincerely yours,

E.L.Smith

ANSWERED
H B. GLAISYER

RECEIVED
APR 1[illegible] 1952
[illegible]
STATE [illegible] COMMISSION

NOA

RECEIVED
MAY 29 1952
FOR FILING

Const
R/W
Territorial Sec.

3168

Cross Referenced To:
Adm
Petitions
Lane Co.

5-6
[illegible]

March 27, 1952

Edythe Davis, Secretary
Franklin Grange No. 571
Cheshire, Oregon

Dear Madam:

On March 13, 1952, the Highway Commission considered a petition which you had submitted requesting construction of a hard surface highway along the two-mile section of the Territorial Secondary Highway between Franklin and the junction with Ore on Highway 36. This request had been investigated by the Engineer subsequent to the submission of your petition and the Commission had the benefit of this study. It was found that the estimated cost of the work would be in the neighborhood of $100,000 and that there is already budgeted a sum in excess of a quarter of a million dollars on the Territorial Secondary Highway between Cheshire and the Benton County Line.

In view of this information the Commission could not grant your request as no further secondary funds are available for Lane County at this time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 3/26

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FOR FILING

Const
R/W
Territorial Sec

Cross Referenced To:
adm
Petitions
Lane Co.

February 25, 1952

Oregon State Highway Commission

Gentlemen:

In his letter of January 2 the Secretary referred to you a request of Franklin Grange No. 571, of Cheshire, Oregon, that a two-mile section of the Territorial Secondary Highway between Franklin and the junction with Ore36 be improved to a paved surface.

The estimated cost of the work requested is $100,000. We have already, in this year's secondary program, budgeted $275,000 on the Territorial Secondary Highway from Cheshire north to the Benton County line; therefore, it would not seem possible to allocate more money to this particular Highway this year.

It is my recommendation that the petition be denied at the present time and improvement of this section be considered when future allocation of secondary highway funds is made to Lane County.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me lg
cc Mr. W. C. Williams

FORM E-90 25M 8-51 48719

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1952

**SUBJECT:**

**To:** Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #3168, this is to advise that we have no project set up on the Territorial Highway between Franklin and the junction of Highway 36. We do have a project, however, north of their from Cheshire to the Benton County Line of 6.6 miles at an estimated cost of $275,000.

The estimated cost of the 1.7 miles between Franklin and Highway 36 is $100,000 based upon a 20-foot asphaltic concrete surfacing. Since we have allotted $275,000 to that road, I do not feel that they rate any more in this vicinity at this time.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
MAR 7 1952
FOR FILING

Const
R/W
Territorial Sec.

Cross Referenced To:
Adm
[illegible]
Lane Co.

January 2, 1952

[illegible] 3/13/52

Edythe Davis, Secretary
Franklin Grange No. 571
Cheshire, Oregon

Dear Madam:

This is to acknowledge receipt of a petition which you forwarded to the State Highway Commission, in which request is made for the construction of a hard surface highway along the two-mile section of the Territorial Secondary Highway between Franklin and the junction with Highway 36.

I am referring the petition to the State Highway Engineer. When action has been taken on your request, I will communicate with you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:la
cc: Commissioners
R. H. Baldock

RECEIVED
MAR 7 1952
FOR FILING

Const
R/W
Territorial Sec.

Cross Referenced To:
Adm
[illegible]
Lane Co.

January 2, 1952

[illegible] 3/13/52

Edythe Davis, Secretary
Franklin Grange No. 571
Cheshire, Oregon

Dear Madam:

This is to acknowledge receipt of a petition which you forwarded to the State Highway Commission, in which request is made for the construction of a hard surface highway along the two-mile section of the Territorial Secondary Highway between Franklin and the junction with Highway 36.

I am referring the petition to the State Highway Engineer. When action has been taken on your request, I will communicate with you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ds
cc: Commissioners
R. H. Baldock

SPONSORED BY FRANKLIN GRANGE NO. 751

We, the undersigned, do petition the State Highway Commission to complete the new highway or hard surface the present road, that part of the old Territorial Road from the end of present pavement at Franklin to the junction of Highway 36 (approximately two miles), preferably the present road at this time as there are thirteen families that live on this road and it will have to be maintained as a permanent road after the new highway is completed.

(188 signatures)

SPONSORED BY FRANKLIN GRANGE NO. 751

We, the undersigned, do petition the State Highway Commission to complete the new highway or hard surface the present road, that part of the old Territorial Road from the end of present pavement at Franklin to the junction of Highway 36 (approximately two miles), preferably the present road at this time as there are [illegible] families that live on this road and it will have to be maintained as a permanent road after the new highway is completed.

Milner Webb Junction City R.R. 1
Esther E. Webb Junction City R R 1 Box 74
Sophia E Harpole Junction city R.R. 1.
G. M. Harpole Junction City R. 1.
Mary A Simpkins Junction City, Ore. Rt #1
G. C. Simpkins Junction City, Ore Rt #1
Evelyn F Cotter Junction City, Ore Rt 1
Coval Hansen Junction City, Ore. R. 1.
Major Snyder Junction City Ore R 1
Laura M. Snyder " " " R1
Leonard N Benson R1 Junction City
Dale Cheshire Cheshire Ore.
Einar Thomsen Cheshire Ore
Arthur C. Olson Cheshire Ore
Byron B Jackson Cheshire Ore
Amy Hansen Junction City R 1
Grace McBee Junction City R 1
W. J. Goeldner Cheshire
Pauline Goeldner Cheshire, Ore –
Averill Hansen Junction City, Ore R1
Lyle Miller – Rt 1 Junction City oregon
Mrs. Lyle Miller Rt #1 Junction City
Glenn W. Norris Cheshire, Ore.
Gerald Templeton Cheshire, Oregon
Thais K. Templeton Cheshire Oregon
George D. Davis Cheshire. Ore
Edythe Davis Cheshire Ore
C. E. Hardisty Junction City Ore.
[illegible]
[illegible]

ACKNOWLEDGED
H. B. GLAISYER

| | |
|---|---|
| [illegible] | [illegible] |
| [illegible] Inman | [illegible] |
| [illegible] | Junction City, Ky. |
| Ralph E. Rogers | Crikwell Ok |
| [illegible] | [illegible] |
| C. A. McInnis | Paris Ill. [illegible] |
| [illegible] Mahoney | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] City |
| [illegible] | [illegible] Road |
| W. M. [illegible] | [illegible] City |
| [illegible] | [illegible] |

SPONSORED BY FRANKLIN GRANGE NO. 751

We, the undersigned, do petition the State Highway Commission to complete the new highway or hard surface the present road, that part of the old Territorial Road from the end of present pavement at Franklin to the junction of Highway 36 (approximately two miles), preferably the present road at this time as there are thirteen families that live on this road and it will have to be maintained as a permanent road after the new highway is completed.

Mrs [illegible] [illegible] City
[illegible] " "

Mr. Virgil G. McSpadden Box 161 R.1. Junction City
Mrs. Virgil G. McSpadden " " " "
Mr. Bernard J. Taylor R.1 " "
Mrs Bernard J. Taylor " " "

Mrs Aaron Doak " " "
Mr W. A. Doak
Mr. Richard Jensen Rt. 1 Box 143 Junction City
Mrs. Lorraine Jensen Rt 1 Box 143 Junction City
" " " "
Robert E. Cox " " " "
Mrs [illegible] Cox

[illegible] Rt. 1
[illegible]

John M. Van Kirk. Cheshire Oregon.
[illegible]
[illegible] Cheshire
Rebecca Johnson Cheshire, Ore.
Mabel [illegible] Cheshire Ore
Cecil Oster Cheshire Oregon
[illegible]
[illegible] Junction City, Ore. Rt 1

| | |
|---|---|
| [illegible] | [illegible] |
| Kal Gilliam | Junction City Rt. 1 |
| [illegible] Wilson | " " [illegible] |
| [illegible] Wilson | " |
| Wi[illegible] | [illegible] |
| Ruth [illegible] | [illegible] |
| Charles Krenik | |
| [illegible] | McMeshure Ore<br>Junction City Rt. 1 |
| C. A. Strasburg | Elmira, Ore. |
| Marie Strasburg | Elmira, Oregon |
| Lena Tonaf | Elmira Oreg. |
| H. Martin | Elmira Oregon |
| Barbara [illegible] | Elmira Oregon, |
| Oliver Shields | Veneta Rt 1 |
| Ila M. Shields | Veneta Rte I |
| J W Welton | Rt 1 Box 333 Veneta Ore. |
| Roy Christian | Box [illegible] Veneta Ore. |
| W. J. Parker | Rt 1 Veneta Ore |
| [illegible] | Jct City Rt 1 |
| John [illegible] | [illegible] |
| [illegible] | Rt 1 Veneta |
| [illegible] | " " |
| M. O. Hanson | R 1 Box 360 Veneta |
| Albert Lopez | Rt F Box 103 Noti Oregon |
| Carl W Petersen | Noti Ore Box 4 |
| F. W. Deedon | Noti Ore. |
| Reginald [illegible] | Elmira Oregon |

| | |
|---|---|
| [illegible] | Rt 1, Junction City, Ore |
| Svea Menegat | Rt. [illegible] |
| William Pet. Holmes | Sta. Rt Box 33 Cheshire Ore |
| Marjorie L Holmes | Star Rte. Box 33 Cheshire Ore. |
| Mrs Aubrey Brown | Rt 1, Box [illegible] Veneta Ore |
| Mrs John B. Fox | R.F. Box 109 Noti, Ore |

SPONSORED BY FRANKLIN GRANGE NO. 751

We, the undersigned, do petition the State Highway Commission to complete the new highway or hard surface the present road, that part of the old Territorial Road from the end of present pavement at Franklin to the junction of Highway 36 (approximately two miles), preferably the present road at this time as there are thirteen families that live on this road and it will have to be maintained as a permanent road after the new highway is completed.

| | |
|---|---|
| Denzel Godard | Rt 1 Junction city |
| Ethel Godard | Rt 1 Junction City |
| J H Richardson | Rt 1 Junction City |
| Ira C Richardson | R R No 1 Junction city |
| Paul E. Baker | R R No 1, Junction City |
| Wallace Keiler | Junction City Rt 1 |
| Mrs L.E. Alger | Junction City Rt 1 |
| Mrs Cecil Williams | Junction City Rt 1 |
| Cecil I. Williams | Junction City R1. |
| Letha R. Morris | Junction City Rt 1 |
| [illegible] E. Richardson | Junction City Rt 1 |
| [illegible] Johnson | Junction City Ore R-1 |
| [illegible] E. [illegible]kill | Junction City Ore Rt 1 |
| Guy E. Driskill | Junction City Ore Rt-1 |
| Sidney Chapman | Junction City R1 |
| Fred H. Harrington | Junction City R1 |
| Robert Allen | Junction City Rt. 1 |
| Calvin C. Thayer | Jct City. Rt. 1 |
| Bettie Morris | Junction City Rt 1 |
| Dillard Morris | Junction City Rt 1 |
| Emma Keiler | Junction City Rt I |
| John W Peck | |
| L.E. Anderson | Rt-1-Junction City |
| Hal Fitzgerald | R1. " " |
| R E Fitzgerald | R 1 |
| Alma Christiansen | Rt 1 " " |

~~Lucile M. West Rt~~
H. B. Hodson Rt 1 Junction city
Esther Pitts Rt 1 Junction city
Arthur Murphy Star Route Junction City
Ruby M. Stearns Junction City, Route 1
Philip R. Stearns JUNCTION CITY RT. 1
Helen Allen Junction City, R#1.
Floyd Allen Junction City R #1
Clarence Allen Junction City R#1
Kenneth V. Inman Elmira
Marvin D. Fisher Rt 1 Box 215 Veneta Ore.
Pauline E Goeldner Cheshire Ore
W. T. Goeldner Cheshire Ore
Myrtle L Baker R#1 Junction City, Oreg.
John A. Akerson " " " "
Lloyd Simon Rt-1, Box 135, Junction City, Ore.
Louis Benjamin Rt 1 Box 114 Junction City, Oregon
Mrs Louis Benjamin " " " "
Louis Benjamin Jr. " " " "
William Walton Rt 1
Betty J. Thayer Rt 1 Junction City, Oregon
Joyce Allen Rt. 1 Junction City Oregon
Bertha Arnold " " " " "
Eugene W. Sparks " " " " "
Ward Ansell " " " "
Gilbert Wollam Rt. 1, Junction City, Oreg.
John Brewer Rt 1 Junction City Oregon
Mrs Sidney Chapman R1. Junction city Oregon.
Pheba Frazier R1 Junction city Oregon
Elmer Frazier R1 Junction City Oregon
[illegible]les H. Crow R. 1 Junction City Oregon.

George M. Johnson 605 W29 Eugene Oregon
Lidie L. Crow. R1, Junction City,
Beulah Aguirre R1 Box 916. Junction City Oregon.
E E Burbank 1566 Mill Eugene Oregon
George Glen Morris Rt. 1 Box 129 Junction City, Oregon

21-4224 Painting Yaquina Bay Bridge. 1974

#4129

Files

21-4129
4129

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 22, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4129 | 6-Final | J. E. Brown Co. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 23518 | R-108677 | $ 6,858.00 | 11/19/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Oct. 15, 1954

Time Extensions: None

Completion Date: Oct. 14, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of r ecord

Remarks:

---

Date: 11-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

ENTERED ON CARD
11-22-54

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV 10 1954
FOR FILING

[illegible]

November 10, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4129 for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County was completed by the contractor, J. E. Brown Co., on October 14, 1954 and was formally accepted by the State Highway Commission October 28, 1954.

Final payment in the amount of $6,858.00 will be released to the contractor on or after November 20, 1954. The total contract amount is $54,864.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

11-10-54

RECEIVED
FOR FILING

21-4224

4129

April 22, 1954

J. E. Brown, Contractor
1000 S. E. 12th Avenue
Portland 14, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4129, which was awarded to you April 1, 1954 by the State Highway Commission, for painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 8 1954
FOR FILING

[illegible]

April 5, 1954

J. E. Brown Company
1000 S. E. 12th
Portland, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4[illegible] for painting the Yaquina Bay Bridge in Lincoln County. This award was based on your bid of $54,864.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. G. Savage, SIAC

22-1049 Calapooya River Overflow Bridge 1954
Replacement.
#413.

[illegible] -19

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 25, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4130 | 8-Final | Lee Hoffman | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 14610 | B-127713 | $ 3,596.96 | 7/22/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1954

Time Extensions: to June 30, 1955 without penalty

Completion Date: June 10, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible] ON CARD

Warrant Mailed: JUL 2[illegible]

Ruth Rawlings

19

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 25, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4130 | 8-Final | Lee Hoffman | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 14610 | R-127713 | $ 3,596.96 | 7/22/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

Specified completion Date: Sept. 30, 1954

Time Extensions: to June 30, 1955 without penalty

Completion Date: June 10, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 7-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible]

Warrant Mailed: JUL 26 1955

Ruth Rawlings

RECEIVED
JUL 19 1955
FOR FILING

22-1341
41

July 18, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4130 for work performed on the Calapooya River Overflow Bridges on the Pacific Highway in Linn County was completed by the contractor, Lee Hoffman, on June 10 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $3,596.96 will be released to the contractor on or after July 28, 1955. The total contract amount is $101,217.87, of which amount $643.44 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM S-123 50M REVISED 3-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 7 1955
FOR FILING

June 6, 1955

Mr. Lee Hoffman
415 N. W. Cedar St.
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from December 31, 1954 to June 30, 1955, within which to complete your contract No. 4130, covering the Calapooya River Overflow Bridge replacement on the Pacific Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAY 4 1955
FOR FILING

4/1

May 3, 1955

Request for extension of time
No. 5
May 25 and 26 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Calapooya River Overflow
Bridge Replacement
Contract No. 4130

Lee Hoffman, contractor on the replacement of four timber trestle bridges known as the Calapooya River Overflow structures, has requested a second extension of time from December 31, 1954, to June 30, 1955, in which to complete the contract.

All work was completed on this contract by November 30, 1954, with the exception of painting the timber handrails. The contractor was ordered to postpone this painting until the arrival of suitable weather in the spring.

In so much as these structures are in use by the traveling public and there will be no additional engineering expense incurred by the delay, it is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/de

Attached

RECEIVED
FEB 21 1955
FOR FILING

22-1049

February 21, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland, Oregon
Attn: G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Lee Hoffman a portion of the funds heretofore retained by the Commission on contract No. 4130, covering Replacement on the Calapooya River Overflow Bridges on the Pacific Highway in Linn County.

This payment, in the amount of $6,195.04 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,019.20. The present payment will be released on or after March 3, 1955.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

RECEIVED
DEC 17 1954
FOR FILING

22-1049

December 15, 1954

Mr. Lee Hoffman
415 N. W. Cedar St.
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to December 31, 1954 within which to complete your contract No. 4130, for replacement of Calapooya River Overflow Bridges on the Pacific Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered bud did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
NOV 15 1954
FOR FILING

| |
|---|
| |
| 22-1047 |
| 4130 |

November 15, 1954

Request for extension of time
No. 6
December 7 and 8 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Calapooya River Overflow Bridges
Contract No. 4130

Leo Hoffman, contractor on the Calapooya River Overflow Bridges on the Pacific Highway in Linn County, has requested an extension of time from September 30, 1954, to December 31, 1954, in which to complete the contract.

The contractor was delayed in starting the job and during the construction of the bridges by the nonarrival of treated lumber, all caused by the lumber strike during the past summer. Also, the procedure used for the construction of these bridges presented traffic problems that resulted in many delays and inconveniences to the contractor.

The contractor has made very good progress and has tried at all times to cooperate and expedite the work as much as possible. At this date, it is anticipated that the work will be completed by November 30.

It is recommended that this extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMB/de
Attached

RECEIVED
OCT 5 - 1954
FOR FILING

22 1009
[illegible]

Bryson & Bryson

Law Offices
206 Eugene Medical Center

C
O
P
Y

October 1, 1954

State Highway Commission
Salem, Oregon

Gentlemen:

On August 27, 1954, our client, Mrs. E. A. Reid, was involved in an accident when she drove an automobile into a barricade erected in connection with bridge repair work on Highway 99E in Linn County, Oregon. Apparently this was the Calapooya Bridge and the work was being done by Lee Hoffman under State Highway contract number 4130.

According to our client there were no flares set up at or near the bridge to warn motorists. We are writing to inquire whether you have any rule or regulation requiring contractors doing highway or bridge work to put out flares at night or whether there was any such requirement in Mr. Hoffman's contract.

Very truly yours,

BRYSON & BRYSON

By (sgd) Richard Bryson

RB/mjs

Original referred to Mr. [illegible] with notation: Please prepare answer.

RECEIVED
SEP 1 - 1954
FOR FILING

2

4/1 [illegible]

August 31, 1954

Bryson & Bryson
Law Offices
201-206 Eugene Medical Center
Eugene, Oregon

Attention: Mr. Richard Bryson

Gentlemen:

We received in today's mail your letter of August 30, 1954 requesting, in behalf of your clients Mr. and Mrs. Earl A. Reid, the name of the contractor doing the bridge work on U. S. 99 E approximately three miles north of Shedd, Oregon.

We have checked the Highway Commission's records and believe the contract to which you have reference is State Highway Contract No. 4130 for replacement of the Calapooya River Bridge on the Pacific Highway in Linn County. The contractor doing this work is Lee Hoffman, 415 N. W. Cedar Street, Beaverton, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

**BRYSON & BRYSON**
LAW OFFICES
201-208 EUGENE MEDICAL CENTER
PHONE 5-4331

E. R. BRYSON
RICHARD BRYSON

EUGENE, OREGON

August 30, 1954

State Highway Commission
Salem, Oregon

Gentlemen:

I am writing to you on behalf of Mr. and Mrs. Earl A. Reid. On August 27, 1954, Mrs. Reid was driving an automobile owned by her husband and proceeded north on Highway 99E about three miles north of Shedd, Oregon. She came to a place where a bridge was being repaired but there being no lights or flares of any kind Mrs. Reid drove into the barricade and considerable damage was done to the car.

I am writing to ask you for the name of the contractor who is handling the bridge work so that a damage claim may be presented.

Very truly yours,

Richard Bryson
Richard Bryson

RB/mjs

REFERRED TO
Miss McCaffery
BY SECRETARY
[illegible]

RECEIVED
AUG 31 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

22-1049

4130

April 22, 1954

Lee Hoffman, Contractor
P. O. Box 37
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4130, which was awarded to you April 1, 1954 by the State Highway Commission, covering the Calapocya River Overflow Bridge Replacement on the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR [illegible] 1954
FOR FILING

[illegible]

[illegible]

April 5, 1954

Mr. Lee Hoffman
415 N. W. Cedar Street
P. O. Box 37
Beaverton, Oregon

Dear Mr. Hoffman:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 4130 for construction of the Calapooya River Overflow Bridge Replacement on the Pacific Highway south of Albany in Linn County. This award was based on your bid of $108,980.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
G. S. Paxson
R. G. Savage, SIAC

123-1051 Blue Mountain Pass Sec. of the 1954
J. C. [illegible]. Hwy.
#4.231

RECEIVED
APR 1955
FOR FILING

P. H. Baldock

4

March 28th, 1955

# FINAL COST ANALYSIS

Blue Mountain Pass Section
Contract #4131

Paving
J. C. Compton Co., Contractor
Alvin J. Wallace, Resident Engineer

I.O.N. Highway
Prefix 123-1051

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Class "F" Asphaltic Concrete in Patching | 896.39 | Ton | 6.70 | 6.20 | $ 5,565.54 | $ 6,005.81 |
| Class "B" Asphaltic Concrete | 19,567.19 | " | 6.70 | 6.06 | 118,604.04 | 131,100.17 |
| 3/4"-0" Material in Shoulders | 4,943 | Cu. Yd. | 3.00 | 2.42 | 11,753.03 | 14,829.00 |
| PA #1, Class "B" Asphaltic Concrete in Patching | 356.47 | Ton | 6.70 | 6.20 | 2,207.67 | 2,388.35 |
| | | | | | $138,130.28 | $154,323.33 |

| | |
|---|---|
| Gross Revenue | 154,323.33 |
| Total Cost | 138,130.28 |
| Net Profit | 16,193.05 |

Net Profit equals 10.5% of Gross Revenue

NOTED
State Highway Engineer

Blue Mountain Pass
Contract #4131

Detail of Cost

| | | | |
|---|---|---|---|
| Labor: | | | |
| Supervision | | $ 3,745.83 | |
| Labor | | 38,782.42 | |
| Labor Insurance | | 3,189.62 | |
| | | | $ 45,717.87 |
| Materials: | | | |
| 86-100 Asphalt | 1,227.10 Ton at $17.50 | $21,474.25 | |
| Freight on Asphalt | 1,227.10 " " 16.00 | 19,633.60 | |
| | | | 41,107.85 |
| Equipment Rentals & Misc. Supplies: | | | |
| Equipment Rental, Owned | | $21,267.05 | |
| " " , Hired | | 3,960.41 | |
| Gas, Oil & Grease | | 9,093.69 | |
| Bond | | 1,157.42 | |
| P.L. & P.D. Insurance | | 610.55 | |
| P.U.C. | | 495.17 | |
| Heating Oil | | 3,237.11 | |
| Amount Paid to Cannon Drilling & Blasting Co. for Drilling Coyote Hole | | 3,040.47 | |
| Explosives | | 2,718.02 | |
| Move In, Freight & Cartage | | 1,094.97 | |
| Home Office & General Overhead | | 4,629.70 | |
| | | | 51,304.56 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . | | | $138,130.28 |

Blue Mountain Pass
Contract #4131

Breakdown of Crushing

| | Amount | Cu. Yd. | Unit Cost |
|---|---|---|---|
| Supervision | $ 2,220.83 | 25,345 | $0.087 |
| Move In | 4,733.35 | " | 0.187 |
| Drill & Shoot | 5,758.49 | " | 0.227 |
| Load & Haul to Crusher | 6,433.23 | " | 0.253 |
| Crushing | 17,696.64 | " | 0.698 |
| Haul to Stockpile | 3,086.30 | " | 0.122 |
| Stockpile | 1,520.70 | " | 0.060 |
| Overhead | 1,357.81 | " | 0.054 |
| | $42,818.35 | 25,345 | $1.688 |

Blue Mountain Pass
Contract #4131

Breakdown of Crushing

| | Amount | Cu. Yd. | Unit Cost |
|---|---|---|---|
| Supervision | $ 2,220.83 | 25,345 | $0.087 |
| Move In | 4,733.35 | " | 0.187 |
| Drill & Shoot | 5,758.49 | " | 0.227 |
| Load & Haul to Crusher | 6,433.23 | " | 0.253 |
| Grushing | 17,696.64 | " | 0.698 |
| Haul to Stockpile | 3,086.30 | " | 0.122 |
| Stockpile | 1,520.70 | " | 0.060 |
| Overhead | 1,357.81 | " | 0.054 |
| | $42,818.35 | 25,345 | $1.688 |

## Blue Mountain Pass
## Contract #4131

### Breakdown of Paving Costs

| | Amount | Tons | Unit Cost |
|---|---|---|---|
| Move In & Set Up | $ 4,907.74 | 20,820 | $0.235 |
| Feed Plant | 4,245.50 | " | 0.203 |
| Heat & Mix | 16,660.49 | " | 0.80 |
| Asphalt & Freight | 41,107.85 | " | 1.97 |
| Aggregate | 34,914.11 | " | 1.68 |
| Haul | 10,295.87 | " | 0.495 |
| Place | 8,156.40 | " | 0.391 |
| Supervision & Overhead | 4,383.99 | " | 0.21 |
| Traffic | 1,705.30 | " | 0.082 |
| | $126,377.25 | 20,820 | $6.06 |

Blue Mountain Pass
Contract #4131

Remarks:

This was a "State Project" calling for the construction of 10 miles of asphaltic concrete pavement involving 20,820 tons of asphaltic concrete on the Blue Mountain Pass Section of the I.O.N. Highway in Malheur County.

The contract was bid and awarded April 1st, 1954. Work started April 26th, 1954, and the project was completed September 25th, 1954.

The Channen Drilling & Blasting Co. moved in their drilling equipment to the quarry designated by the State located on the easterly side of and adjacent to the highway at M.P. 92.3 and dug the coyote hole and loaded the powder into the hole. The contractor furnished the powder.

The contractor moved in and set up his rock crushing plant and on May 20th, 1954, began crushing asphaltic concrete aggregate and the 3/4"-0" shoulder material. A total of 25,345 cu. yd. of material was crushed in 471½ hours for an average of 54 cu. yd. per hour crushing time.

The contractor moved in and set up a Pioneer continuous mix paving plant at the stockpile site at M.P. 92.3, started paving August 30th, 1954, and completed September 22nd, 1954. A total of 20,820 tons of Class "B" asphaltic concrete was produced and laid in 159 hours for an average of 131 tons per hour, which was very good production. The asphaltic concrete material was hauled with an average of twelve 6 cu. yd. trucks and handled on the road with a Barber-Greene paver, one blade and two rollers.

The contractor, having good bid prices, good equipment and personal supervision, realized a good profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED

FOR FILING

123 1651

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 26, 1955

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4131 | 5-Final | J. C. Compton Co. | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 907 | R-113741 | $ 4,677.53 | 1/25/55 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: Sept. 25, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 1 3 1955
FOR FILING

122 1131

4131

January 13, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4131 for paving on the Blue Mountain Pass Section of the I. O. N. Highway in Malheur County was completed by the contractor, J. C. Compton Co., on September 25, 1954 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $4,667.53 will be released to the contractor on or after January 24, 1955. The total contract amount is $124.323.33 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

ORFGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M

123-1051

8

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1954

Section Blue Mountain Pass

Kind of work Paving

Highway I. O. N.

Section prefix 125-1051 State

Contractor J. C. Compton Co.

Contract number 4131

Date of contract April 1, 1954

Date of completion September 30, 1954

Date work started April 26, 1954

Estimated date of completion September 25, 1954

Project authorization $177,896.25

Exclusive of Engineering $165.245.85

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $161,205.47

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $12,650.40

Engineering cost to date $5,982.14, Total Used %

Date project was completed 9-25, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate submitted to Division Office December 7, 1954.

FINAL REPORT FOR THIS PROJECT.

NOTED
OSCAR CUTLER

RECEIVED
CONS

Signed

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
OCT 19 1954
FOR FILING

[illegible] - 1051
[illegible]

October 18, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co. a portion of the funds heretofore retained by the Commission on contract No. 4131, for paving on the Blue Mountain Pass Section of the I. O. N. Highway in Malheur County.

This payment in the amount of $95,771.54 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,558.76. The present payment will be released on or after October 28, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
10-18-54

RECEIVED
MAY 3 1954
FOR FILING

[illegible]

4131

May 3, 1954

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4131, which was awarded to you on April 1, 1954, for paving on the Blue Mountain Pass Section of the I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

April 5, 1954

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 1, 1954 awarded to you State Highway Contract No. 41[illegible] for paving the Blue Mountain Pass Section of the I. O. N. Highway about 84 miles west and south of Jordan Valley in Malheur County. This award was based on your bid of $158,[illegible]30.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ohr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

2-1032 Yew Cr.-Alsea Mountain Summit 1954
(Passing Lanes) Sec. of the Alsea
#4132 Hwy.

2-105-

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 4, 1954

| | | |
|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) |
| 4132 | 4-final | Warren Northwest, Inc. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 20172 | R-105200 | $ 462.75 | 10/1/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: July 30, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-5-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 5 1954

10-5-54

RECEIVED
SEP 20 1954
FOR FILING

[illegible]

September 17, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4132 for work performed on the Yew Creek-Alsea Mountain Summit (Passing Lanes) of the Alsea Highway in Benton County was completed by the contractor, Warren Northwest, Inc., on July 30, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $462.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,702.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robt. E. Wallace, Mgr.,
320 California Street
San Francisco 4, California

NOTED ON CARD

9-17-54

RECEIVED

FOR FILING

2-[illegible]

41[illegible]

August 20, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract No. 4132, covering grading and pavement widening on the New Creek-Alsea Mountain Summit Section of the Alsea Highway in Benton County.

This payment, in the amount of $7,940.53 will be released to contractor on or after August 30, 1954. The retained percentage is $502.25.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robt. F. Wallace, Mgr.,
320 California Street
San Francisco 4, California

NOTED ON CARD

8-20-54

Form E-1

2-1032

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 1954

Section Yew Creek-Alsea Mtn. Passing Lanes

Kind of work Grading and Pavement Widening

Highway Alsea

Section prefix 2 - 1032

Contractor Warren Northwest Inc.

Contract number 4132

Date of contract April 2, 1954

Date of completion September 30, 1954

Date work started May 4, 1954

Estimated date of completion August 5, 1954

Amount of contract . . . . . . . . . . $ 20,396.31

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . . . . $ 16,741.50

Per cent of contract completed, based on total estimated ~~contract~~ price . . . . . . . . . . . . . . . . . . . 100 %

Engineering cost to date $ 1466.80, 93 %

Date project was completed August 5, 1954

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder and clean-up work finished. Job complete.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

RECEIVED
1954

Signed David S H Moehring

Address Box 110, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.64 | 0.64 | | | 0.64 |
| Miles partially completed | 0.64 | 0.64 | | | 0.64 |
| Miles completed | 0.64 | 0.64 | | | 0.64 |
| Total estimated quantities | 2908 | 3212 | | | 653.88 tons |
| Estimated quantities moved or placed to date | 2908 | 3212 | | | 653.88 tons |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...............

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . ..............., . . . . ..............., . . . . ...............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | clear | | |
| Tuesday | cloudy | | |
| Wednesday | cloudy | | |
| Thursday | ptly cldy | | |
| Friday | clear | | |
| Saturday | | | |

RECEIVED
MAY 7 1954
FOR FILING

[illegible]

4132

May 6, 1954

Warren Northwest, Inc.
P. O. Box [illegible]072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission on April 2, 1954, as follows:

Contract No. 4132, for grading and pavement widening on the Yew Creek-Alsea Mountain Summit (Passing Lanes) Section of the Alsea Highway in Benton County.

Contract No. 4140, for paving on the Gervais (5th Street) Section in Marion County.

Contract No. 4142, for grading and paving on the Turner (3rd Street) Section in Marion County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encls.

RECEIVED
APR 5 1954
FOR FILING

[illegible]

[illegible]

April 5, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4132 for grading and pavement widening on the Yew Creek-Alsea Mountain Summit (Passing Lanes) Section of the Alsea Highway in Benton County. This award was based on your bid of $19, 518 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

S-264(2) Little Cr.-Estacada Sec., 1954
Woodburn-Estacada Hwy.
#4133

RECEIVED

FOR FILING

S-264 (2)

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 8, 1957

| | | |
|---|---|---|
| (CONTRACT NO.) 4133 | (EST. NO.) | (CONTRACT0R) |
| 4133 | 19-Final | Erickson Paving Co., Inc. |

| | | | |
|---|---|---|---|
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 28916 | H-170052 | $ 4,707.21 | 1/8/57 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Nov. 15, 1954

Time Extensions: to Aug. 22, 1956

Completion Date: Aug. 22, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 1-9-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 14 1957

NOTED ON CARD

RECEIVED
JAN 3 - 1957
FOR FILING

264 [illegible]

4133

January 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4133 for work performed on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County was completed by the contractor, Erickson Paving Co., Inc., on August 22, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $4,707.21 will be released to the contractor on or after January 12, 1957. The total contract amount is $156,853.61 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

A

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DEC 26 1956
FOR FILING

S-234-2)

4133

December 26, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Erickson Paving Co.,Inc. in connection with contract No. 4133, for Grading on the Little Creek-Estacada section of the Woodburn-Estacada Highway in Clackamas County. This payment, in the amount of $528.83, will be released to the contractor on or after January 5, 1957. The retained percentage is $4,705.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

A

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DEC 7 1956
FOR FILING

S-264 (2)

4133

December 6, 1956

Erickson Paving Company
Route 2, Box 2155
Bellevue, Washington

Gentlemen:

In reply to your letter of December 4 regarding Contract No. 4133, Little Creek-Estacada, I have checked with the field office and find at present the crew has completed the re-measurement and is working on the final estimate quantities and expects to have the final data in Salem for checking in about three weeks. I have asked our people to expedite preparation of the final estimate and release.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert

FC:me:gm

JOSEPH ERICKSON
GARFIELD 5203

CARL W. ERICKSON
BELLEVUE 4-3234

ERICKSON PAVING COMPANY
(INCORPORATED)
GENERAL CONTRACTORS
OFFICE AND YARD — EASTGATE
(ON SUNSET HIGHWAY 2 MILES EAST OF MERCER ISLAND)
BELLEVUE 4-3936
RT. 2, BOX 2155
BELLEVUE, WASHINGTON

December 4, 1956

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

Re: Contract No. 4133
Little Creek - Estacada

We have your letter dated November 28th granting our request for an extension of time on the above contract.

Inasmuch as we have held this job on our books for three years and the work was completed August 22, 1956, we would appreciate your expediting payment on the extra work and retained percentage.

Thank-you for the courtesy extended us. We should like to close our books on this job before the first of the year.

Very truly yours,

ERICKSON PAVING COMPANY

By J Erickson
J. Erickson

CWE/vp

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[illegible] 1956
STATE [illegible] COMMISSION

NOTED
FORREST COOPER

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NOV 29 1956
FOR FILING

3-344 (3)

4133

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Erickson Paving Company
Route 2, Box 2155
Bellevue, Washington

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from November 15, 1954 to August 22, 1956 within which to complete your contract No. 4133, for grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Willard Scofield,
Resident Engineer

Tom Edwards,
Construction Engineer

file

Form 8-[illegible]

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Little Creek-Estacada
County Clackamas
Work done to Sept. 5, 1956
Estimate No.

Kind of work Grading
Highway Woodburn-Estacada
Specified date of completion November 15, 1954
Contract No.

Contractor Erickson Paving Company
Date of award April 8, 1954
Estimated date of completion Aug 22, 1956
Job prefix

| Item<br>Sheet 1 of 3 | Unit | Unit Price | | Original Authorization | | | Estimate Corrected to Date | | | Performed to Date | | | To Complete Project | | | Performed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Quantity | Amount | | Quantity | Amount | | Quantity | Amount | | Quantity | Amount | | Quantity |
| 1. Clearing and Grubbing | Lump Sum | | | All Spec. | $ 16,000 | 00 | 100% | 16,000 | 00 | 100% | 16,000 | 00 | — | — | | 5 |
| 2. Structural Excavation | | | | | | | | | | | | | | | | |
| Unclassified | cu.yd. | $ 3 | 00 | 1,900 | 5,700 | 00 | 1,700 | 5,100 | 00 | 1,698 | 5,094 | 00 | 2 | 6 | 00 | — |
| 3. General Excavation | | | | | | | | | | | | | | | | |
| Unclassified | cu.yd. | 0 | 24 | 308,000 | 73,920 | 00 | 268,000 | 64,320 | 00 | 262,842 | 63,082 | 08 | 5,158 | 1,237 | 92 | |
| 4. Short Overhaul | yd.sta. | 0 | 01 | 670,000 | 6,700 | 00 | 580,000 | 5,800 | 00 | 565,000 | 5,650 | 00 | 15,000 | 150 | 00 | |
| 5. Long Overhaul | C-yd.sta. | 0 | 40 | 17,000 | 6,800 | 00 | 12,000 | 4,800 | 00 | 11,800 | 4,720 | 00 | 200 | 80 | 00 | |
| 6. Finishing Roadbed & Slopes | mi. | 800 | 00 | 4.18 | 3,344 | 00 | 4.18 | 3,344 | 00 | 4.18 | 3,344 | | — | | | |
| 7. Rounding Cutbanks | lin.ft. | 0 | 15 | 11,000 | 1,650 | 00 | 15,000 | 2,250 | 00 | 13,958 | 2,093 | 70 | 1,042 | 156 | 30 | |
| 8. 12-inch Concrete Pipe | lin.ft. | 1 | 80 | 160 | 288 | 00 | 483 | 869 | 40 | 483 | 869 | 40 | | | | 2 |
| 9. 18-inch Concrete Pipe | lin.ft. | 3 | 25 | 1,700 | 5,525 | 00 | 960 | 3,120 | 00 | 960 | 3,120 | 00 | | | | 4 |
| 10. 24-inch Concrete Pipe | lin.ft. | 5 | 00 | 400 | 2,000 | 00 | 555 | 2,775 | 00 | 555 | 2,775 | 00 | - | — | | — |
| 11. 36-inch Concrete Pipe | lin.ft. | 8 | 00 | 180 | 1,440 | 00 | 200 | 1,600 | 00 | 200 | 1,600 | 00 | - | — | | — |
| 12. 48-inch Concrete Pipe | lin.ft. | 12 | 00 | 130 | 1,560 | 00 | 116 | 1,392 | 00 | 116 | 1,392 | 00 | — | — | | — |
| 13. 4-inch Sewer Pipe | lin.ft. | 0 | 90 | 130 | 117 | 00 | 102 | 91 | 80 | 102 | 91 | 80 | — | — | | 4 |
| 14. 18-inch Corrugated Metal | | | | | | | | | | | | | | | | |
| Pipe | lin.ft. | 3 | 89 | 1,640 | 6,379 | 60 | 1,456 | 5,663 | 84 | 1,456 | 5,663 | 84 | — | — | | — |
| 15. 24-inch Corrugated Metal | | | | | | | | | | | | | | | | |
| Pipe | lin.ft. | 6 | 00 | 250 | 1,500 | 00 | 226 | 1,356 | 00 | 226 | 1,356 | 00 | — | — | | — |
| 16. 72-inch Corrugated Metal | | | | | | | | | | | | | | | | |
| Pipe, Uncoated | lin.ft. | 27 | 00 | 200 | 5,400 | 00 | 186 | 5,022 | 00 | 186 | 5,022 | 00 | — | — | | — |
| 17. 84-inch Corrugated Metal | | | | | | | | | | | | | | | | |
| Pipe, Protected Invert | lin.ft. | 41 | 00 | 140 | 5,740 | 00 | 125 | 5,125 | 00 | 125 | 5,125 | 00 | — | — | | — |
| Sub. Totals | | | | | $144,063 | 60 | | 126,629 | 04 | | 126,998 | 82 | | 1,630 | 22 | |

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b". [illegible] include "materials on hand" in any amounts shown on this form.

Willard J. [illegible], En

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

| | | | | | |
|---|---|---|---|---|---|
| ha | County Clackamas | Work done to Sept. 5, 1956 | Estimate No. 16 | | |
| | Highway Woodburn-Estacada | Specified date of completion November 15, 1954 | Contract No. 4133 | | |
| pany | Date of award April 2, 1954 | Estimated date of completion Aug 22, 1956 | Job prefix 105-101[illegible] | | |

| Unit | Unit Price | Original Authorization Quantity | Original Authorization Amount | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | Performed to Date Quantity | Performed to Date Amount | To Complete Project Quantity | To Complete Project Amount | Performed Since Last Estimate Quantity | Performed Since Last Estimate Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lump sum | | 1 spec. | $ 16,000 00 | 100% | 16,000 00 | 100% | 16,000 00 | — | — | 5% ✓ | 800 00 |
| | | | | | | | | | | | |
| cu.yd. | 3 00 | 1,900 | 5,700 00 | 1,700 | 5,100 00 | 1,698 | 5,094 00 | 2 | 6 00 | — | |
| | | | | | | | | | | | |
| cu.yd. | 0 24 | 308,000 | 73,920 00 | 268,000 | 64,320 00 | 262,842 | 63,082 08 | 5,158 | 1,237 92 | | |
| yd.sta. | 0 01 | 670,000 | 6,700 00 | 580,000 | 5,800 00 | 565,000 | 5,650 00 | 15,000 | 150 00 | | |
| yd.sta. | 0 40 | 17,000 | 6,800 00 | 12,000 | 4,800 00 | 11,800 | 4,720 00 | 200 | 80 00 | | |
| mi. | 800 00 | 4.18 | 3,344 00 | 4.18 | 3,344 00 | 4.18 | 3,344 | — | | 0.18 ✓ | 144 00 |
| lin.ft. | 0 15 | 11,000 | 1,650 00 | 15,000 | 2,250 00 | 13,958 | 2,093 70 | 1,042 | 156 30 | | |
| lin.ft. | 1 80 | 160 | 288 00 | 483 | 869 40 | 483 | 869 40 | | | 24 ✓ | 43 20 |
| lin.ft. | 3 25 | 1,700 | 5,525 00 | 960 | 3,120 00 | 960 | 3,120 00 | | | 42 ✓ | 136 50 |
| lin.ft. | 5 00 | 400 | 2,000 00 | 555 | 2,775 00 | 555 | 2,775 00 | - | - | — | |
| lin.ft. | 8 00 | 180 | 1,440 00 | 200 | 1,600 00 | 200 | 1,600 00 | - | - | — | |
| lin.ft. | 12 00 | 130 | 1,560 00 | 116 | 1,392 00 | 116 | 1,392 00 | - | - | — | |
| lin.ft. | 0 90 | 130 | 117 00 | 102 | 91 80 | 102 | 91 80 | - | - | 45 ✓ | 40 50 |
| | | | | | | | | | | | |
| lin.ft. | 3 89 | 1,640 | 6,379 60 | 1,456 | 5,663 84 | 1,456 | 5,663 84 | - | - | — | |
| | | | | | | | | | | | |
| lin.ft. | 6 00 | 250 | 1,500 00 | 226 | 1,356 00 | 226 | 1,356 00 | - | - | — | |
| | | | | | | | | | | | |
| lin.ft. | 27 00 | 200 | 5,400 00 | 186 | 5,022 00 | 186 | 5,022 00 | - | - | — | |
| | | | | | | | | | | | |
| lin.ft. | 41 00 | 140 | 5,740 00 | 125 | 5,125 00 | 125 | 5,125 00 | - | - | — | |
| | | | | | | | | | | | |
| | | | $144,063 60 | | 128,629 04 | | 126,998 82 | | 1,630 22 | | 1,164 20 |

norization has been ap-
nount of the increased
right. If the "estimate
oved authorization for
"b".
nts shown on this form

(a)

(b)

Willard J [illegible], Engineer in Charge

RECEIVED 1956

Form [illegible]

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Little Creek-Estacada
Kind of work Grading
Contractor Erickson Paving Company
County Clackamas
Highway Woodburn-Estacada
Date of award April 2, 1954
Work done to Sept. 5, 1956
Specified date of completion November 15, 1954
Estimated date of completion Aug 22, 1956

Sheet 2 of 3

| Item | Unit | Unit Price | | Original Authorization Quantity | Original Authorization Amount | | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | | Performed to Date Quantity | Performed to Date Amount | | To Complete Project Quantity | To Complete Project Amount | | Quantit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Subtotal Carried Forward | | | | | $144,063 | 60 | | 128,627 | 04 | | 126,998 | 82 | | 1,630 | 22 | |
| 18. 8-inch Perforated Metal Drain Pipe, Coated | lin.ft. | $ 2 | 00 | 1,260 | 2,520 | 00 | 2,021 | 4,042 | 00 | 2,021 | 4,042 | 00 | — | — | | — |
| 19. 3/8" - 0 Backfill in Drains | cu.yd. | 4 | 00 | 340 | 1,360 | 00 | 322 | 1,288 | 00 | 322 | 1,288 | 00 | — | — | | — |
| 20. Concrete Catch Basins | each | 100 | 00 | 2 | 200 | 00 | 2 | 200 | 00 | 2 | 200 | 00 | | | | |
| 21. Sacked Aggregate-Cement Riprap | cu.yd. | 25 | 00 | 18 | 450 | 00 | 10. | 250 | 00 | 7 | 175 | 00 | 3 | 75 | 00 | |
| 22. 3" - 0 Material in Base | cu.yd. | 2 | 65 | 4,300 | 11,395 | 00 | 5,279 | 13,989 | 35 | 5,279 | 13,989 | 35 | — | — | | 95 |
| 23. 3/4" - 0 Material in Base and Shoulders | cu.yd. | 2 | 65 | 900 | 2,385 | 00 | 899 | 2,382 | 35 | 899 | 2,382 | 35 | — | — | | — |
| 24. Sprinkling | M-gal. | 3 | 00 | 110 | 330 | 00 | 60 | 180 | 00 | 60 | 180 | 00 | — | — | | |
| 25. 3/4" - 0 Material in Binder Course | cu.yd. | 6 | 00 | 80 | 480 | 00 | 125 | 750 | 00 | 125 | 750 | 00 | — | — | | — |
| 26. RC-3 Asphalt in Binder Course | ton | 60 | 00 | 13 | 780 | 00 | 16.16 | 969 | 60 | 16.16 | 969 | 60 | — | — | | — |
| 27. Aggregate in Oil Mat Wearing Surface | cu.yd. | 6 | 00 | 230 | 1,380 | 00 | 255 | 1,530 | 00 | 255 | 1,530 | 00 | — | — | | — |
| 28. 150-200 Asphalt in Oil Mat Wearing Surface | ton | 60 | 00 | 14 | 840 | 00 | 19.91 | 1,194 | 60 | 19.91 | 1,194 | 60 | — | — | | — |
| 29. RS-1 Asphalt in Oil Mat Wearing Surface | ton | 60 | 00 | 9 | 540 | 00 | 13.48 | 808 | 80 | 13.48 | 808 | 80 | — | — | | — |
| (Subtotal, Contract Bid Items) | | | | | $166,723 | 60 | | | | | | | | | | |
| Sub Totals | | | | | $166,723 | 60 | | 156,213 | 74 | | 154,508 | 52 | | 1,705 | 22 | |

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

Willard J [illegible]

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

| | | | |
|---|---|---|---|
| Little Creek-Estacada | County Clackamas | Work done to Sept. 5, 1956 | Estimate No. 16 |
| Grading | Highway Woodburn-Estacada | Specified date of completion November 15, 1954 | Contract No. 4133 |
| Erickson Paving Company | Date of award April 2, 1954 | Estimated date of completion Aug 22, 1956 | Job prefix 103-1048 |

| Item | Unit | Unit Price | Original Authorization Quantity | Original Authorization Amount | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | Performed to Date Quantity | Performed to Date Amount | To Complete Project Quantity | To Complete Project Amount | Performed Since Last Estimate Quantity | Performed Since Last Estimate Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ried Forward | | | | $144,063 60 | | 128,629 04 | | 126,998 82 | | 1,630 22 | | 1,164 20 |
| Perforated Metal Pipe, Coated | lin.ft. | $ 2 00 | 1,260 | 2,520 00 | 2,021 | 4,042 00 | 2,021 | 4,042 00 | — | — | — | |
| Backfill in | cu.yd. | 4 00 | 340 | 1,360 00 | 322 | 1,288 00 | 322 | 1,288 00 | — | — | — | |
| Catch Basins | each | 100 00 | 2 | 200 00 | 2 | 200 00 | 2 | 200 00 | | | | |
| ggregate-Cement | cu.yd. | 25 00 | 18 | 450 00 | 10. | 250 00 | 7 | 175 00 | 3. | 75 00 | 7 ✓ | 175 00 |
| aterial in Base | cu.yd. | 2 65 | 4,300 | 11,395 00 | 5,279 | 13,989 35 | 5,279 | 13,989 35 | – | – | 958 ✓ | 2,538 70 |
| Material in Base oulders | cu.yd. | 2 65 | 900 | 2,385 00 | 899 | 2,382 35 | 899 | 2,382 35 | — | — | — | |
| ng | M-gal. | 3 00 | 110 | 330 00 | 60 | 180 00 | 60 | 180 00 | — | — | 12 ✓ | 36 00 |
| Material in Course | cu.yd. | 6 00 | 80 | 480 00 | 125 | 750 00 | 125 | 750 00 | — | — | — | |
| halt in Binder | ton | 60 00 | 13 | 780 00 | 16.16 | 969 60 | 16.16 | 969 60 | — | — | — | |
| e in Oil Mat g Surface | cu.yd. | 6 00 | 230 | 1,380 00 | 255 | 1,530 00 | 255 | 1,530 00 | — | — | — | |
| Asphalt in Oil Mat g Surface | ton | 60 00 | 14 | 840 00 | 19.91 | 1,194 60 | 19.91 | 1,194 60 | — | — | — | |
| halt in Oil Mat g Surface | ton | 60 00 | 9 | 540 00 | 13.48 | 808 80 | 13.48 | 808 80 | — | — | — | |
| ntract Bid Items) | | | | $166,723 60 | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | $166,723 60 | | 156,213 74 | | 154,508 52 | | 1,705 22 | | 3,913 90 |

increase in construction authorization has been ap-
ay Commission show the amount of the increased
ruction in space "a" to the right. If the "estimate
eeds the amount of the approved authorization for
per cent of overrun in space "b".
terials on hand" in any amounts shown on this form.

(a)

(b)

Willard J. Rogers, Engineer in Charge

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Little Creek-Estacada
Kind of work Grading
Contractor Erickson Paving Company

County Clackamas
Highway Woodburn-Estacada
Date of award April 2, 1954

Work done to Sept. 5, 1956
Specified date of completion November 15, 1954
Estimated date of completion Aug. 22, 1956

Estimate No.
Contract No.
Job prefix 10

| Item | Unit | Unit Price | Original Authorization Quantity | Original Authorization Amount | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | Performed to Date Quantity | Performed to Date Amount | To Complete Project Quantity | To Complete Project Amount | Performed S Quantity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Sheet 3 of 3 | | | | | | | | | | | |
| Subtotal Carried Forward | | | | $166,723 60 | | 156,213 74 | | 154,508 52 | | 1,705 22 | |
| Slope Seeding | | | | 3,500 00 | | 2,500 00 | | 1,200 00 | | 1,300 00 | |
| Contingencies | | | | 7,660 06 | | 500 00 | | | | 500 00 | |
| Engineering | | | | 13,617 89 | | 30,500 00 | | 29,300 00 | | 1,200 00 | |
| P.A.#1 - 8" Conc. Sewer Pipe | lin. ft. | 1 50 | | | 90 | 135 00 | 90 | 135 00 | — | — | — |
| SFO Horiz. Drain Installation | | | | | | 3,750 00 | | 3,750 00 | | | |
| SFO State Force Maintenance | | | | | | 600 00 | | 600 00 | | | |
| SFO Flare Bridge End | | | | | | 450 00 | | 450 00 | | | |
| SFO Reconstruct Road Approach | | | | | | 200 00 | | 200 00 | | | |
| SFO Install 1" Galv. Water Pipe | | | | | | 150 00 | | 80 00 | | 70 00 | |
| Totals | | | | $191,501 55 | | 194,998 74 | | 190,223 52 | | 4,775 22 | |

(a)

(b) 1.83%

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

Willard J Scofield, Engine

# OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Estacada
ng Company

County Clackamas
Highway Woodburn-Estacada
Date of award April 2, 1954

Work done to Sept. 5, 1956
Specified date of completion November 15, 1954
Estimated date of completion Aug. 22, 1956

Estimate No. 16
Contract No. 4133
Job prefix 103-1048

| | Unit | Unit Price | | Original Authorization | | | Estimate Corrected to Date | | | Performed to Date | | | To Complete Project | | | Performed Since Last Estimate | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Quantity | Amount | | Quantity | Amount | | Quantity | Amount | | Quantity | Amount | | Quantity | Amount | |
| | | | | | $166,723 | 60 | | 156,213 | 74 | | 154,508 | 52 | | 1,705 | 22 | . | 3,913 | 90 |
| | | | | | 3,500 | 00 | | 2,500 | 00 | | 1,200 | 00 | | 1,300 | 00 | | | |
| | | | | | 7,660 | 06 | | 500 | 00 | | | | | 500 | 00 | | | |
| | | | | | 13,617 | 89 | | 30,500 | 00 | | 29,300 | 00 | | 1,200 | 00 | | | |
| ipe | lin. ft. | 1 | 50 | | | | 90 | 135 | 00 | 90 | 135 | 00 | — | — | | — | | |
| ion | | | | | | | | 3,750 | 00 | | 3,750 | 00 | | | | | | |
| ance | | | | | | | | 600 | 00 | | 600 | 00 | | | | | | |
| | | | | | | | | 450 | 00 | | 450 | 00 | | | | | | |
| reach | | | | | | | | 200 | 00 | | 200 | 00 | | | | | | |
| Pipe | | | | | | | | 150 | 00 | | 80 | 00 | | 70 | 00 | | | |
| | | | | | $191,501 | 55 | | 194,998 | 74 | | 190,223 | 52 | | 4,775 | 22 | | 3,913 | 90 |

n authorization has been ap-
he amount of the increased
the right. If the "estimate
approved authorization for
pace "b".
amounts shown on this form.

(a)

(b) 1.83%

Willard J Scofield, Engineer in Charge

RECEIVED
OCT 31 1956
FOR FILING
3-244 ([illegible])
4133

October 30, 1956

Mr. C. W. Erickson
Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington

Dear Sir:

In reply to yours of October 26, advise that I will be pleased to meet with you at a convenient date to discuss your Contract No. 4133, Little Creek-Estacada Section.

I find that my schedule during the week of November 5-9 is already filled, but I could arrange to meet with you on the afternoon of Tuesday, November 13. If convenient to you, I suggest a 2:00 p.m. meeting in this office. I shall await your advice.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper
Mr. A. G. Skelton

JOSEPH ERICKSON
GARFIELD 5203

CARL W. ERICKSON
BELLEVUE 4-3234

**ERICKSON PAVING COMPANY**
(INCORPORATED)
**GENERAL CONTRACTORS**
OFFICE AND YARD — EASTGATE
(ON SUNSET HIGHWAY 2 MILES EAST OF MERCER ISLAND)
BELLEVUE 4-3936
RT. 2. BOX 2155
BELLEVUE, WASHINGTON

October 26, 1956

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Re: Contract No. 4133
Little Creek - Estacada
Clackamas County, Grading

In August of this year we completed the above contract. The Final Estimate is now being processed by your Mr. W. J. Scofield.

In performing the work on the project, we encountered a considerable quantity of solid rock excavation under Item No. 3 which was let as General Excavation, Unclassified. Before bidding on this job, we investigated the test borings and soils reports by the State and found nothing to indicate that solid rock existed in the quantities we worked with.

During the progress of the work when we noticed the subsurface at the site materially differing from that indicated in the specifications, we called the Engineer's attention to the solid rock. Mr. Scofield cross-sectioned quantities of the yardage of rock involved. As yet we have not received his measurement of rock yardage, however, we believe that approximately 20,000 yards of rock were involved.

We feel justified in asking for an increase in the cost of the contract because of Item No. 3 materially differing from what we originally bid as unclassified excavation.

We would appreciate having a few minutes with you at your convenience so that we might discuss a reimbursement to us to cover the extra expense of rock excavation. Unfortunately, we missed seeing you last Wednesday (Oct 24) when we were in Salem.

Thank-you for the courtesy extended in giving us an appointment. Please advise as to time and place. Mr. W. H. (Bill) Lynch will also attend the meeting as our consulting engineer.

Very truly yours,
ERICKSON PAVING COMPANY

By CW Erickson
C. W. Erickson

CWE/vp
cc - W. J. Scofield, Resident Engineer
Box 4699, Sellwood Station, Portland

PLEASE ADDRESS REPLY TO ABOVE OFFICE UNLESS OTHERWISE REQUESTED

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OCT 11 1956
FOR FILING

4133

October 11, 1956

Oregon State Highway Commission

Request for extension of time
No. 9
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Erickson Paving Company for an extension of time on the Little Creek-Estacada Section, Contract No. 4133, from November 15, 1954 to August 28, 1956.

This particular project is located in a narrow, deep canyon, and excessive drainage from both sides of the canyon has caused extreme difficulty in drying out the roadbed sufficiently for the contractor to perform his work as would be possible under normal conditions. Two extremely wet springs have aggravated the drainage in this area. The contractor did his best to complete the project, but, for the reasons stated above, was seriously handicapped. We have suffered inconvenience and some added engineering expenses; however, I recommend that this extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAPOof fn

A

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SEP 13 1956
FOR FILING

[illegible]

4133

September 13, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Erickson Paving Company, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4133, for grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

This payment, in the amount of $11,778.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,639.31. The present payment will be released on or after September 24, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
SEP 6 1956
FOR FILING

S-64(2)

4133

September 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 22, 1956, on Contract No. 4133, Little Creek-Estacada Section, in Clackamas County, in connection with Federal Aid Project No. S-64(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

DDP:ch

Form E-1—10M—1-36

O GON STATE HIGHWAY DEPARTM

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-264 (2)
4133

For Week Ending September 1, 1956

Section Little Creek - Estacada

Highway Woodburn - Estacada

Contractor Erickson Paving Co.

Date of contract April - 2, 1954

Date work started April 21, 1954

Project authorization $191,502

Exclusive of Engineering $177,884

Kind of work Grading

Section prefix 103-1048

Contract number 4133

Date of completion Nov. 15, 1954

Estimated date of ~~completion~~ Equip. removeal Sept. 15, 1956

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $165,000

Estimated per cent overrun or underrun 2.27 UR%

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $13,618

Engineering cost to date $29,300, 215 %

Date project was completed August 22, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Survey party remeasured all week and completed same.

NOTED
L. H. Young

NOTED
TOM EDWARDS

Noted
M. N. Juve

NOTED
D. J. BARBEE

Signed Res. Engineer

Address P.O. Box 4699, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 22073

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 4.18 | 0.2 | | 0.2 | |
| Miles partially completed | | | | | |
| Miles completed | 4.18 | 0.2 | | 0.2 | |
| Total estimated quantities (contract) | 308,000 cy | 5,200 | | 36 ton | |
| Total quantities corrected to date | 268,000 cy | 6,178 | Previously -<br>in error----- | 38 ton | |
| Estimated quantities moved or placed to date | 268,000 cy | 6,178 | | 38 ton | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

# OREGON STATE HIGHWAY DEPARTMEN
## CONSTRUCTION DIVISION
### Geology And Soils Section
### Project Base Design

Section Little Cr.-Estacada Highway Woodburn-Estacada ADT Trucks ——
County Clackamas Prefix 103-1459 Date 11/8/54 Res. Engr. W. J. Scofield
Length of Project 4.18 Miles. Station 1518+34.39 To Station 1739+00

## DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

| Station to Station | Equivalent Surfacing In Place On Road | Select Subgrade Material | Topping Material | Base Material | Leveling Course | Wearing Surface | Total Base etc. and Wear. Surface | Design Classif. of Traffic |
|---|---|---|---|---|---|---|---|---|
| 1518+34 - 1521+50 | | | | | | (2)<br>3½ | | |
| 1521+50 - 1732+00 | (1) | | | 10 | 2 | 3½ | 15½ | V. H. |
| 1732+00 - 1739+00 | (1) | | | | | 3½ | | |

## PROPOSED MATERIAL SOURCES

| Location | Lab. No. | S.G. | Type of Material | % Pass. 40 Screen | % Abrasion Loss | % Sodium Sulphate Loss | Asphalt Stripping | L.L. | P.I. | To be used for |
|---|---|---|---|---|---|---|---|---|---|---|
| 1200' west of M.P. 22.26 on Clackamas Secondary, 2.6 Mi. north of north end of project "River Mill Test Pit". | 335170 | 2.74 | Gravel | 5 | 17.2 | | Good | 28 | 0 | Base & A.C. |
| | 332732 | 2.69 | " | 9. 3 | 32.7 | | -- | -- | - | " |
| | 332733 | 2.63 | Fines | 68.2 | --- | | -- | -- | - | " |
| | 333689 | 2.73 | Gravel | 6.2 | 16.3 | | Good | 31 | 0 | " |

## REMARKS

NOTE:

(1) Station 1664 to 1736 will have 12 inches of select subgrade from previous contract.

(2) Ends of project and intersections of Xing roads are based and oiled with 0-9; these areas to be paved with 3½ A.C. only on this project.

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Wm C Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Summary of Base Design Data

Section: Little Creek-Estacada Highway: Woodburn-Estacada County: Clackamas
Traffic ADT Trucks: Total: Design Classif.: V. Heavy Res. Eng'r.: Willard J. Scofield
Length of Project: 4.18 Miles, Station: 1518+34.39 To Station: 1739+00 Prefix: 103-1459

| STATION | Rt. | ℄ | Lt. | Depth of Sample | % Pass 200 Screen | L.L. | P.I. | "R" Value | % Silt. | Base and Wearing Surface Inches | Safety Factor Inches | Total Base and Wear. Surf. Inches | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1602+00 | | | | 21' | 75 | 51 | 6 | 48 | 33 | 13 | 2½ | 15½ | V. H. |
| " | | | | 7'-8' | 84 | 53 | 25 | 48 | 37 | 13 | 2½ | 15½ | " |
| 1616+30 | | | | 8'-10' | 57 | 56 | 12 | 70 | 40 | 13 | 2½ | 15½ | " |
| 1628+45 | | | 31' | 6'-8' | 71 | 55 | 20 | 44 | 41 | 13 | 2½ | 15½ | " |
| 1641+00 | | | | 4½'-6' | 48 | 34 | 0 | 58 | 33 | 13 | 2½ | 15½ | " |
| 1649+50 | | | | 5'-10' | 42 | 30 | 4 | 24 | 21 | 13 | 2½ | 15½ | " |
| 1676+00 | 20' | | | 25 | 40 | 35 | 4 | 55 | 16 | 13 | 2½ | 15½ | " |
| 1683+00 | 40' | | | 6½'-8' | 61 | 50 | 13 | 56 | 34 | 13 | 2½ | 15½ | " |
| " | " | | | 5'-6' | 81 | 49 | 26 | 34 | 35 | 16 | 3 | 19 | " |
| 1694+55 | 20' | | | 6'-8½' | 50 | 36 | 0 | 69 | 28 | 13 | 2½ | 15½ | " |
| 1700+06 | | | | 5'-6' | 82 | 44 | 22 | 16 | 47 | 22½ | 5 | 27½ | " |
| 1715+25 | | | | 2½'-3' | 65 | 44 | 13 | 41 | 30 | 14 | 2½ | 16½ | " |
| 1725+00 | 20' | | | 21'-24' | 17 | 33 | 4 | 39 | 11 | 13 | 2½ | 15½ | " |
| 1725+50 | | | 7' | 5'-6' | 66 | 34 | 9 | 21 | 39 | 20½ | 4½ | 25 | " |

14W

Form PR 2 (Revised 1950)

State Oregon

**Federal Aid Secondary**

Project No. S-264(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 8th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 17th day of March, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirteen thousand and 00/100 dollars ($113,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

## WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1518+34.39 in the SW 1/4, Section 9, T.4 S., R. 4 E., W.M., and survey station 1739+00 in the NW 1/4, Section 29, T. 3 S., R. 4 E., W.M., without exception,

, length 4.179 miles, in Clackamas County, being Oregon Federal Aid / Secondary project No. S-264(2), consisting of 4.179 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

★ OCT 5 1954 ★

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirteen thousand and 00/100 dollars ($113,000.00), which does not exceed the authorized Federal pro rata share of one hundred eighty-three thousand, three hundred ninety-five and 96/100 dollars ($183,395.96), the approved total estimated cost of said project.

## PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

**OREGON STATE HIGHWAY COMMISSION**
(Official title of Highway Department)

Attest
H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
*Bureau of Public Roads.*

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11370-5

OCT 12 1954

…VED
…CT 7 1954
DIVISION 8

RECEIVED
OCT 5 1954
OREGON

SEP 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-264 (2)

## LITTLE CREEK-ESTACADA SECTION
## OF THE WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, August 6, 1954

Type Code 0010
Roadway(Sta. 1518+34.39 to Sta. 1739+00)(Contract No. 4133)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | $ | $ 16,000.00 |
| 1,900 | cu. yd. | Structural Excavation, Unclassified | 3.00 | 5,700.00 |
| 308,000 | cu. yd. | General Excavation, Unclassified | 0.24 | 73,920.00 |
| 670,000 | yd. sta. | Short Overhaul | 0.01 | 6,700.00 |
| 17,000 | C-yd. sta. | Long Overhaul | 0.40 | 6,800.00 |
| 4.18 | miles | Finishing Roadbed and Slopes | 800.00 | 3,344.00 |
| 11,000 | lin. ft. | Rounding Cutbanks | 0.15 | 1,650.00 |
| 160 | lin. ft. | 12-inch Concrete Pipe | 1.80 | 288.00 |
| 1,700 | lin. ft. | 18-inch Concrete Pipe | 3.25 | 5,525.00 |
| 400 | lin. ft. | 24-inch Concrete Pipe | 5.00 | 2,000.00 |
| 180 | lin. ft. | 36-inch Concrete Pipe | 8.00 | 1,440.00 |
| 130 | lin. ft. | 48-inch Concrete Pipe | 12.00 | 1,560.00 |
| 130 | lin. ft. | 4-inch Sewer Pipe | 0.90 | 117.00 |
| 1,640 | lin. ft. | 18-inch Corrugated Metal Pipe | 3.89 | 6,379.60 |
| 250 | lin. ft. | 24-inch Corrugated Metal Pipe | 6.00 | 1,500.00 |
| 200 | lin. ft. | 72-inch Corrugated Metal Pipe | 27.00 | 5,400.00 |
| 140 | lin. ft. | 84-inch Corrugated Metal Pipe, Protected Invert | 41.00 | 5,740.00 |
| 1,260 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.00 | 2,520.00 |
| 340 | cu. yd. | 3/8" - 0 Backfill in Drains | 4.00 | 1,360.00 |
| 2 | only | Concrete Catch Basins | 100.00 | 200.00 |
| 18 | cu. yd. | Sacked Aggregate-Cement Riprap | 25.00 | 450.00 |
| 4,300 | cu. yd. | 3" - 0 Material in Base | 2.65 | 11,395.00 |
| 900 | cu. yd. | 3/4" - 0 Material in Base & Shoulders | 2.65 | 2,385.00 |
| 110 | M-gal. | Sprinkling | 3.00 | 330.00 |
| 80 | cu. yd. | 3/4" - 0 Material in Binder Course | 6.00 | 480.00 |
| 13 | tons | RC-3 Asphalt in Binder Course | 60.00 | 780.00 |
| 230 | cu. yd. | Aggregate in Oil Mat Wearing Surface | 6.00 | 1,380.00 |
| 14 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 60.00 | 840.00 |
| 9 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 60.00 | 540.00 |
| | | Subtotal | | $166,723.60 |
| | | 10% Engr. & Cont. | | 16,672.36 |
| | | Total | | $183,395.96 |

Length of Roadway 4.179 miles
Cost of Roadway per mile $43,885.13

| | |
|---|---|
| Federal Funds | $113,000.00 |
| State Funds | 70,395.96 |
| | $183,395.96 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-264 (2)

## LITTLE CREEK-ESTACADA SECTION OF THE
## WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon; March 16, 1954

Type Code 0010
Roadway (Sta. 1518+34.39 to Sta. 1739+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 20,000.00 |
| 1,900 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 5,700.00 |
| 308,000 | cu. yds. | General Excavation, Unclassified | 0.30 | 92,400.00 |
| 670,000 | yd. sta. | Short Overhaul | 0.01 | 6,700.00 |
| 17,000 | C-yd. sta. | Long Overhaul | 0.40 | 6,800.00 |
| 4.18 | miles | Finishing Roadbed and Slopes | 600.00 | 2,508.00 |
| 11,000 | lin. ft. | Rounding Cutbanks | 0.18 | 1,980.00 |
| 160 | lin. ft. | 12-inch Concrete Pipe | 2.00 | 320.00 |
| 1,700 | lin. ft. | 18-inch Concrete Pipe | 3.25 | 5,525.00 |
| 400 | lin. ft. | 24-inch Concrete Pipe | 4.75 | 1,900.00 |
| 180 | lin. ft. | 36-inch Concrete Pipe | 10.00 | 1,800.00 |
| 130 | lin. ft. | 48-inch Concrete Pipe | 16.00 | 2,080.00 |
| 130 | lin. ft. | 4-inch Sewer Pipe | 0.60 | 78.00 |
| 1,640 | lin. ft. | 18-inch Corrugated Metal Pipe | 4.25 | 6,970.00 |
| 250 | lin. ft. | 24-inch Corrugated Metal Pipe | 5.50 | 1,375.00 |
| 200 | lin. ft. | 72-inch Corrugated Metal Pipe | 34.00 | 6,800.00 |
| 140 | lin. ft. | 84-inch Corrugated Metal Pipe, Protected Invert | 50.00 | 7,000.00 |
| 1,260 | lin. ft. | 8-inch Perforated Metal Drain Pipe | 2.25 | 2,835.00 |
| 340 | cu. yds. | 3/8" - 0 Backfill in Drains | 5.50 | 1,870.00 |
| 2 | only | Concrete Catch Basins | 80.00 | 160.00 |
| 18 | cu. yds. | Sacked Aggregate-Cement Riprap | 40.00 | 720.00 |
| 4,300 | cu. yds. | 3" - 0 Material in Base | 2.75 | 11,825.00 |
| 900 | cu. yds. | 3/4" - 0 Material in Base and Shoulders | 3.25 | 2,925.00 |
| 110 | M-gals. | Sprinkling | 3.00 | 330.00 |
| 80 | cu. yds. | 3/4" - 0 Material in Binder Course | 4.50 | 360.00 |
| 13 | tons | RC-3 Asphalt in Binder Course | 43.00 | 559.00 |
| 230 | cu. yds. | Aggregate in Oil Mat Wearing Surface | 5.00 | 1,150.00 |
| 14 | tons | 150-200 Asphalt in Oil Mat Wearing Surface | 43.00 | 602.00 |
| 9 | tons | RS-1 Asphalt in Oil Mat Wearing Surface | 43.00 | 387.00 |
| | | | Subtotal | $193,659.00 |
| | | | 10% Engr. & Cont. | 19,365.90 |
| | | | Total | $213,024.90 |

| | |
|---|---|
| Length of Roadway | 4.179 Miles |
| Cost of Roadway per Mile | $50,975.08 |

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | -$126,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | - 87,024.90 |
| | $213,024.90 |

FORM E-30X 37½ 3-54 78730

[illegible]

4133

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between the Erickson Paving Company and Parker and Fuhrman, covering items 23 and 25 to 29 inclusive, on the Little Creek-Estacada Contrant No. 4133, Oregon S-264 (2), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 27 1954
FOR FILING

1(a)
1113

May 26, 1954

Erickson Paving Company
Route 2, Box 2155
Bellevue, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4133, which was awarded to you April 2, 1954 by the State Highway Commission, for grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 29 1954
FOR FILING

S-264(2)

4133

April 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 21, 1954 on Contract No. 4133, Little Creek-Estacada Section, in Clackamas County, in connection with Federal Aid Project No. S-264 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

RECEIVED
APR 5 1954
FOR FILING

64 ([illegible])

[illegible]

April 5, 1954

Erickson Paving Co.
Rt. 2, Box 2155
Bellevue, Washington

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4133 for grading on the Little Creek-Estacada Section of the Woodburn-Estacada Highway in Clackamas County. This award was based on your bid of $166,723.60, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,.

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC G. R. Savage

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

64 ( )
4133

April 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4133 for Project S-264(2), Little Creek-Estacada Section of the Woodburn-Estacada Highway, to Erickson Paving Co. of Belleview, Washington, low bidder in the amount of $166,723.60 at the April 2, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
APR 6 1954
OREGON
STATE HIGHWAY COMMISSION

FILING

S-264(2)
4133
S-264(2)

DEPARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-264(2), Little Creek-Estacada Section of the Woodburn-Estacada Highway, subject to assurance that an adequate surface will be provided either with or without Federal participation.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1954
FOR FILING

| |
|---|
| 5-264([illegible]) |
| |
| 4133 |

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me hi

OREGON STATE HIGHWAY DEPARTMENT

·Survey Approval Map·

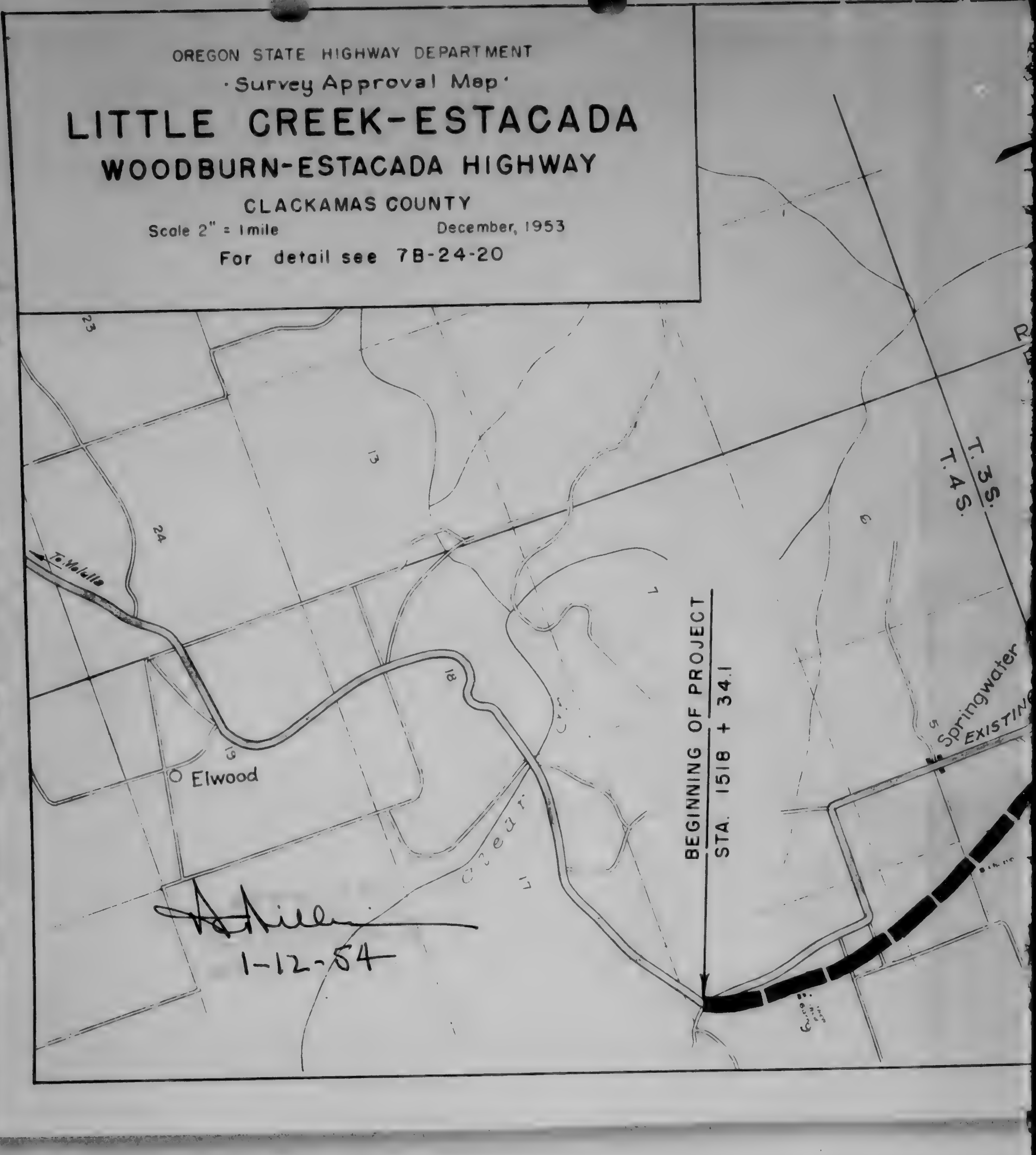
# LITTLE CREEK-ESTACADA

## WOODBURN-ESTACADA HIGHWAY

CLACKAMAS COUNTY

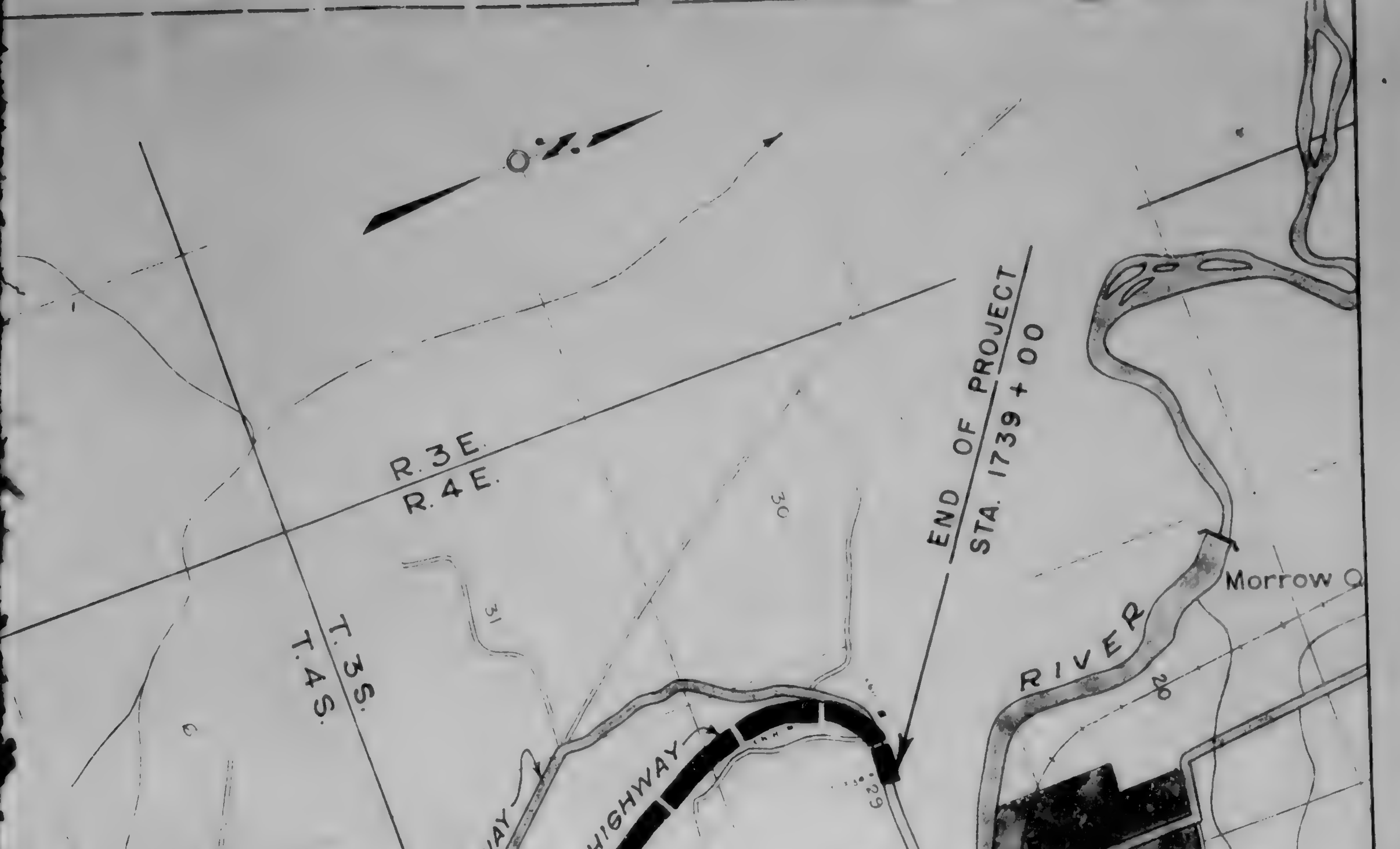
Scale 2" = 1mile December, 1953

For detail see 7B-24-20


23
13
24
To Molalla
18
19
Elwood
7
6
5
Springwater
EXISTING
T.3S.
T.4S.
R
BEGINNING OF PROJECT
STA. 1518 + 34.1

1-12-54

IR-5-488


R.3E.
R.4E.
T.3S.
T.4S.
END OF PROJECT
STA. 1739 + 00
EXISTING HIGHWAY
RELOCATED HIGHWAY
Springwater
CLACKAMAS
RIVER
Morrow
Faraday
Cazadero
30
31
6
5
4
29
20
21
TYPICAL SECTION
4'
10'
10'
4'
R/W LINE
R/W LINE

6-218 Paint Mccullough Bridge. 1954

#4134

6-4218 Paint McCullough Bridge. 1954

#4134

2

RECEIVED
JUN 1 - 1956
FOR FILING

6-4218

4134

June 1, 1956

Mr. George R. Waldum
Attorney at Law
712 Swetland Building
Corner S. W. 5th and Washington
Portland 4, Oregon

Dear Sir:

In reply to your letter of May 25, we have awarded one contract to Runnels Paint Company, Contract No. 4134, for painting the McCullough Bridge on the Oregon Coast Highway. The job was completed September 15 and accepted by the Highway Commission September 23, 1954. Final payment was mailed to the contractor on October 18, 1954.

The address we had for them at that time was 16826 Pacific Highway South, Seattle, Washington.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

PHONE CA 8-1489

712 SWETLAND BUILDING
CORNER S. W. 5TH AND WASHINGTON

GEORGE R. WALDUM
ATTORNEY AT LAW
PORTLAND 4, OREGON

25 May, 1956.

4134

Oregon State Highway Commission,
Salem, Oregon.

Re: Runnells Paidt Company.

Gentlemen:

Relative to the above-named company, I am wondering whether or not you have any contracts with them. As I understand it, they are located in Seattle, Washington. Also, I would wish to have the status of said accounts.

Thanking you for any information that you can give me, I am,

Yours very truly,

George R Waldum

George R. Waldum.

GRW:jg

REFERRED TO
BY SECRETARY

RECEIVED
MAY 28 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 22 1955
FOR FILING

[illegible]
4134

March 22, 1955

Mr. George R. Waldum, Attorney
712 Swetland Building
Portland 4
Oregon

Dear Sir:

We have checked in our copy of the contract, in our correspondence files, and with the bridge department concerning the liability insurance carrier for the Runnels Paint Company in connection with their contract #4134 for painting the McCullough Bridge.

We regret that we can find no evidence as to who their liability carrier may be.

As you probably know, a performance bond is required with each contract, but we do not require liability insurance in this particular contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

PHONE AT 1489

712 SWETLAND BUILDING
CORNER 5TH & WASHINGTON STS.

**GEORGE R. WALDUM**
ATTORNEY-AT-LAW
PORTLAND 4, OREGON

March 19, 1955

Oregon State Highway Dept.
H. B. Glaisyer, Secretary
Salem, Oregon

Gentlemen:

Thank you for your reply of March 10, 1955 advising that the Runnels Paint Company, Seattle, Washington was thecontractor on the McCullough Bridge Highway contract #4134 doing the painting. Since they refuse to answer any letter written to them by myself or previously by the USF&G insurance company I wonder if you could furnish us with the name of their insurance carrier for their public liability. Thank you for this information.

Yours very truly,

George R Waldum

George R. Waldum

REFERRED TO
[illegible]
BY SECRETARY

[illegible] — [illegible]

RECEIVED
MAR 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1955
FOR FILING

6 - 1210
4134

March 14, 1955

Farmers Insurance Group
595 West 7th Avenue
Eugene, Oregon

Attention: Mr. Wm. S. Patterson

Gentlemen:

State Highway Contract No. 4134 awarded to Runnels Paint Co., 16826 Pacific Highway South, Seattle, Washington, was completed September 15, accepted by the Commission September 23, and final payment mailed to the contractor on October 18, 1954.

The State Highway Department has no retained funds or other assets of the Runnels Paint Co. at this time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HOME OFFICE · LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB
FARMERS NEW WORLD LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP
BRANCH CLAIMS OFFICE
595 WEST 7th AVENUE - EUGENE, OREGON

March 11, 1955

State of Oregon Highway Department
Public Service Building
Salem, Oregon

4134

Re:
Our Insured : North Bend Paint Cases

ATTN: H. B. Glaisyer, Secretary

Dear Sir:

As a result of the North Bend bridge being painted by the Runnell Paint Company of Seattle, Washington, we have repaired paint spray damage done a number of vehicles. Will you please inform me as to any part of the payment due the Runnell Paint Company that has not as yet been made or if that Company has any assets in Oregon at the present time which can be attached?

Many thanks for your anticipated early response to this matter.

Sincerely yours,

Wm. S. Patterson
Wm. S. Patterson
PD - Subrogation Department

WSP:da

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
[illegible] 14 1955
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE – TRUCK – FIRE – LIFE – PUBLIC LIABILITY – CARGO
WORKMEN'S COMPENSATION – PERSONAL ACCIDENT – GEN. LIABILITY

HOME OFFICE - LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB
FARMERS NEW WORLD LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP
BRANCH CLAIMS OFFICE
595 WEST 7th AVENUE - EUGENE, OREGON

March 11, 1955

State of Oregon Highway Department
Public Service Building
Salem, Oregon

4134

Re:
Our Insured : North Bend Paint Cases

ATTN: H. B. Glaisyer, Secretary

Dear Sir:

As a result of the North Bend bridge being painted by the Runnell Paint Company of Seattle, Washington, we have repaired paint spray damage done a number of vehicles. Will you please inform me as to any part of the payment due the Runnell Paint Company that has not as yet been made or if that Company has any assets in Oregon at the present time which can be attached?

Many thanks for your anticipated early response to this matter.

Sincerely yours,

Wm. S. Patterson

Wm. S. Patterson
PD - Subrogation Department

WSP:da

REFERRED TO
BY SECRETARY

RECEIVED
1 4 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1955
FOR FILING

6-4210
1139

March 10, 1955

Mr. George R. Waldum
712 Swetland Building
Corner 5th & Washington Streets
Portland 4, Oregon

Dear Sir:

This letter is in reply to yours of March 9 in which you inquire as to the identity of the contractor who was painting the McCullough Bridge in North Bend in August, 1954.

Our records show that Runnels Paint Co., 16826 Pacific Highway South, Seattle, Washington, was awarded our Contract No. 4134 on April 2, 1954 for painting this bridge. The contract was completed on September 15, 1954 and accepted by the Highway Commission on September 23, 1954. Final payment was mailed to the contractor on October 18, 1954. Consequently there is no retained percentage being withheld at this time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

PHONE AT 1489

712 SWETLAND BUILDING
CORNER 5TH & WASHINGTON STS.

**GEORGE R. WALDUM**
ATTORNEY-AT-LAW
PORTLAND 4, OREGON

March 9, 1955

4134

State Highway Commission
State Capitol
Salem, Oregon

Gentlemen;

I represent a party whose car was damaged as a result of having green paint sprayed on it when it crossed the McCullough bridge last August in North Bend, Oregon. I would appreciate you checking your records and advising me who the contractor was that did the painting on the above bridge. Further, has the contract been completed and is there any retained per centage left.

Thank you for your courtesy. I remain,

Yours very truly,

George R Waldum
George R. Waldum

RECEIVED
MAR 10 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

6-4218

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1954

(CONTRACT NO.) 4134 | (EST. NO.) | (CONTRACT0R)
---|---|---

|  |  |  |  |
|---|---|---|---|
| 4134 | 2-final | Runnels Paint Co. |  |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| [illegible] | R-106259 | $ 34,420.75 | 10/14/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

---

Specified completion Date: Oct 15, 1954

Time Extensions: None

Completion Date: Sep. 15, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 18 1954

NOTED ON CARD

RECEIVED
OCT 8 - 1954
FOR FILING

[illegible]

October 8, 1954

United Pacific Insurance Company
Medical Arts Building
Tacoma 1, Washington

Attention: Mr. J. W. Showman

Gentlemen:

Runnels Paint Company, 16826 Pacific Highway South, Seattle, Washington, held our highway contract, No. 4134, for painting the McCullough Bridge on the Oregon Coast Highway in Coos County. This contract was awarded April 2nd and completed September 15, 1954.

This is in reply to your letter of October 5th concerning your inquiry No. 62-333116 NR.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

UNITED PACIFIC
*Insurance Company*
HOME OFFICE
MEDICAL ARTS BUILDING
TACOMA 1, WASHINGTON

October 5, 1954

Director of Highways
Oregon State Highway Department
Salem, Oregon

RE: 62-333116 MR -
McCullough Bridge at North Bend, Oregon
September 2, 1954.

Gentlemen:

We shall appreciate your advising us of the name and address of the painting contractor, who performed the painting job on the McCullough Bridge at North Bend, Oregon, on or about September 2, 1954.

Thank you very much for your cooperation in advising.

Yours very truly,

J. W. Showman
Automobile Division

V:mv
Encl.

RECEIVED
OCT 6 1954
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 4134 for work performed on the McCullough Bridge on the Oregon Coast Highway in Coos County was completed by the contractor, Runnels Paint Co., on September 15, 1954, and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $34,420.75 will be released to the contractor on or after October 1[illegible], 1954. The total contract amount is $57,850.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Continental Casualty Company
Bertha Turnbull
7642 S. E. Flavel St.
Portland 6, Oregon

NOTED ON CARD

10-8-54

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 4134 for work performed on the McCullough Bridge on the Oregon Coast Highway in Coos County was completed by the contractor, Runnels Paint Co., on September 15, 1954, and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $34,420.75 will be released to the contractor on or aftdr October 18, 1954. The total contract amount is $57,350.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Continental Casualty Company
Bertha Turnbull
7642 S. E. Flavel St.
Portland 6, Oregon

NOTED ON CARD

10-5-54

RECEIVED
MAY 3 1954
FOR FILING

May 3, 1954

Runnels Paint Co.
16826 Pacific Highway South
Seattle, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4134, which was awarded to you April 2 by the State Highway Commission, for the painting of McCullough Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

6-4[illegible]

[illegible]

April 5, 1954

Runnel Paint Company
16826 Pacific Highway S.
Seattle 88, Washington

Gentlemen:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4134 for painting the McCullough Bridge on the Oregon Coast Highway in Coos County. This award was based on your bid of $57,850 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC R. G. Savage

106-1051 Warner Station Sec. of the 1954
Powers Hwy.
#4135

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 8, 1954

| | | | |
|---|---|---|---|
| (CONTRACT NO.) | (EST. NO.) | (CONTRACTOR) | |
| 4135 | 6-Final | Martin Kincheloe | |
| (VOUCHER NO.) | (WARRANT NO.) | (AMOUNT) | (DATE) |
| 25148 | R-110293 | $ 503.00 | 12/7/54 |

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

---

Specified Completion Date: Aug. 15, 1954

Time Extensions: None

Completion Date: July 27, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

---

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer

H. B. Glaisyer
Secretary

12-10-54

Warrant Mailed: DEC [illegible]
Ruth Rawlings

9

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4135 for work performed on the Warner Station Section of the Powers Highway in Coos County was completed by the contractor, Martin Kincheloe, on July 27 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $503.00 will be released to the contractor on or after December 10, 1954. The total contract amount is $13,366.03 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co.of Maryland
Baltimore 3, Maryland

Leeren & Linn Insurance Agency
512 Spruce St.
Myrtle Point, Oregon

NOTED ON CARD
11-30-54

November 26, 1954

Warner Station Section
Contract #4135

106-1051
4135

# FINAL COST ANALYSIS

Grading and Topping
Martin Kincheloe, Contractor
Fred Klaboe, Resident Engineer

Powers Highway
Prefix 106-1051

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | 100 % | All | $2,500.00 | $1,709.56 | $ 1,709.56 | $ 2,500.00 |
| Struc. Excav. Unclass. | 64.9 | Cu. Yd. | 3.00 | 2.83 | 183.59 | 197.70 |
| General Excav. Unclass. | 12,305.4 | Cu. Yd. | 0.30 | 0.422 | 5,192.79 | 3,691.62 |
| Short Overhaul | 15,054 | Yd. Sta. | 0.02 | 0.02 | 301.08 | 301.08 |
| Long Overhaul | 128.8 | C-Yd.Sta. | 0.50 | 0.50 | 64.40 | 64.40 |
| Finish R/B and Slopes | 0.62 | Mile | 900.00 | 834.38 | 517.32 | 558.00 |
| Rounding Cutbanks | 1,755 | Lin. Ft. | 0.20 | 0.194 | 340.68 | 351.00 |
| 12" Concrete Pipe | 150 | Lin. Ft. | 1.95 | 1.60 | 240.77 | 292.50 |
| 18" Concrete Pipe | 99 | Lin. Ft. | 3.25 | 3.11 | 308.77 | 321.75 |
| Selected R/B Topping | 4,410.5 | Cu. Yd. | 1.05 | 0.91 | 4,010.70 | 4,631.03 |
| Sprinkling | 109.2 | M/Gal | 2.75 | 2.20 | 240.23 | 300.30 |
| PA #1 Extra for Clearing | 100 % | All | 100.00 | Included in Clearing | Included in Clearing | 100.00 |
| PA #2 Purchase Ex. 12" Corr. Metal Pipe | 10 | Lin. Ft. | 2.15 | 2.15 | 21.50 | 21.50 |
| PA #2 Purchase Ex. 12" Bands | 1 | Each | 2.15 | 2.15 | 2.15 | 2.15 |
| PA #2 Purchase Ex. 18" Corr. Metal Pipe | 10 | Lin. Ft. | 3.00 | 3.00 | 30.00 | 30.00 |
| PA #2 Purchase Ex. 18" Bands | 1 | Each | 3.00 | 3.00 | 3.00 | 3.00 |
| Total . . . . . . . . . . . . . . . . . . . . . . . . |  |  |  |  | $13,166.54 | $13,366.03 |

|  |  |
|---|---|
| Total Gross Revenue | $13,366.03 |
| Total Cost | 13,166.54 |
| Net Profit | $ 199.49 |

Net Profit equals 1.5% of Gross Revenue

NOTED
State Highway Engineer

[illegible]

November 26, 1954

Warner Station Section
Contract #4135

106-1051
4135

# FINAL COST ANALYSIS

Grading and Topping
Martin Kincheloe, Contractor
Fred Klaboe, Resident Engineer

Powers Highway
Prefix 106-1051

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
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| General Excav. Unclass. | 12,305.4 | Cu. Yd. | 0.30 | 0.422 | 5,192.79 | 3,691.62 |
| Short Overhaul | 15,054 | Yd. Sta. | 0.02 | 0.02 | 301.08 | 301.08 |
| Long Overhaul | 128.8 | C-Yd.Sta. | 0.50 | 0.50 | 64.40 | 64.40 |
| Finish R/B and Slopes | 0.62 | Mile | 900.00 | 834.38 | 517.32 | 558.00 |
| Rounding Cutbanks | 1,755 | Lin. Ft. | 0.20 | 0.194 | 340.68 | 351.00 |
| 12" Concrete Pipe | 150 | Lin. Ft. | 1.95 | 1.60 | 240.77 | 292.50 |
| 18" Concrete Pipe | 99 | Lin. Ft. | 3.25 | 3.11 | 308.77 | 321.75 |
| Selected R/B Topping | 4,410.5 | Cu. Yd. | 1.05 | 0.91 | 4,010.70 | 4,631.03 |
| Sprinkling | 109.2 | M/Gal | 2.75 | 2.20 | 240.23 | 300.30 |
| PA #1 Extra for Clearing | 100 % | All | 100.00 | Included in Clearing | Included in Clearing | 100.00 |
| PA #2 Purchase Ex. 12" Corr. Metal Pipe | 10 | Lin. Ft. | 2.15 | 2.15 | 21.50 | 21.50 |
| PA #2 Purchase Ex. 12" Bands | 1 | Each | 2.15 | 2.15 | 2.15 | 2.15 |
| PA #2 Purchase Ex. 18" Corr. Metal Pipe | 10 | Lin. Ft. | 3.00 | 3.00 | 30.00 | 30.00 |
| PA #2 Purchase Ex. 18" Bands | 1 | Each | 3.00 | 3.00 | 3.00 | 3.00 |
| Total . . . . . . . . . . . . . . . . . . . . . . . . . . . |  |  |  |  | $13,166.54 | $13,366.03 |

| | |
|---|---|
| Total Gross Revenue | $13,366.03 |
| Total Cost | 13,166.54 |
| Net Profit | $ 199.49 |

NOTED
State Highway Engineer

Net Profit equals 1.5% of Gross Revenue

# Detail of Costs

| | | | | | |
|---|---|---|---|---|---|
| Labor: | | | | | |
| Labor & Supervision | | | $5,026.35 | | |
| Labor Insurance | | | 224.24 | | |
| | | | | $5,250.59 | |
| Materials: | | | | | |
| 12" Corr. Metal Pipe | 10 L.F. | at $2.15 | 21.50 | | |
| 12" Bands | 1 ea. | " 2.15 | 2.15 | | |
| 18" Corr. Metal Pipe | 10 L.F. | " 3.00 | 30.00 | | |
| 18" Bands | 1 ea. | " 3.00 | 3.00 | | |
| 12" Concrete Pipe | 150 L.F. | " 0.89 | 133.50 | | |
| 18" Concrete Pipe | 99 L.F. | " 1.88 | 186.12 | | |
| | | | | 376.27 | |
| Equipment Rental and Miscellaneous Expense: | | | | | |
| Equipment Rent (Owned) | | | 4,951.80 | | |
| Equipment Rent (Hired) | | | 678.71 | | |
| Gas, Oil & Grease | | | 1,132.96 | | |
| P.U.C. Fees | | | 46.36 | | |
| PL & PD | | | 50.00 | | |
| Explosives & Misc. Supplies | | | 246.51 | | |
| Small Tools | | | 32.45 | | |
| Home Office and General Overhead | | | 400.89 | | |
| | | | | 7,539.68 | |
| Total . . . . . . . . . . . . . . . . . . . . . . . . . . | | | | | $13,166.54 |

Remarks:

This was a "State" contract for the construction of 0.62 mile of highway roadbed; 0.62 mile of roadbed topping and the performance of such additional and incidental work called for in the plans and specifications.

The project is located on the Powers Secondary Highway in Coos County. The northerly end being approximately 1.9 miles southerly from the village of Broadbent. The southerly end of the project is approximately 1.39 miles from Robins Creek. The overall length of the project being 0.62 mile.

The contract was awarded to Martin Kincheloe, the low bidder on the 2nd day of April, 1954. Work was begun on the project on April 20, 1954, and was completed July 27, 1954.

The contractor began clearing on April 20, 1954, using a caterpillar D-7 tractor with a bulldozer and a crew of three men. He completed the major portion of the clearing and burning on May 14, 1954.

The contractor began grading with a caterpillar D-7 and dozer blade on May 17, 1954, and completed the grading on July 18, 1954. The grading was accomplished by using a caterpillar D-7 with dozer blade, Allis Chalmers HD-9 tractor with a 12-cubic yard scraper, an Allis Chalmers HD-9 tractor with a bulldozer blade, a 1/2-cubic yard unit shovel and a medium weight grader. The grading was slowed down to a great extent by heavy rains. This item shows a cost of $0.12 more than the bid price.

The topping was placed by using a caterpillar D-7 dozer, a medium weight grader, a 10-ton roller and a shovel unit with a 3/4-cubic yard dragline attachment and four trucks.

The contractor worked as a general foreman, used a very small crew of men and having good equipment was able to realize a small profit.

Oscar Cutler
Cost Analyst

By . . F. W. Sugnet

RECEIVED
FOR FILING

September 2, 1954

Fidelity & Deposit Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Martin Kincheloe on contract No. 4135, for grading and topping on the Warner Station Section of Powers Highway in Coos County.

This payment, in the amount of $495.08, will be released to the contractor on or after September 13, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurrediin the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Heeren & Linn Insurance Agency
512 Spruce St.
Myrtle Point, Oregon

NOTED ON CARD
9-2-54,

RECEIVED
FOR FILING

[illegible]
[illegible]

August 2[illegible], 1954

Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Martin Kincheloe a portion of the funds heretofore retained by the Commission on contract No. 4135 covering grading and topping on the Warner Station Section of the Powers Secondary Highway in Coos County.

This payment, in the amount of $6,173.30 reduces the retained percentage to $500.00 lump sum. The present payment will be released on or after August 30, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Fidelity & Deposit Co. of Maryland
Oregon Branch Office
902 Failing Building
Portland 4, Oregon

cc: Heeren & Linn Insurance Agency
512 Spruce Street
Myrtle Point, Oregon

NOTED ON CARD
8-20-54

Form E-1

FINAL REPORT

106-1151

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1954

Section Warner Station

Kind of work Grade and topping

Highway Powers

Section prefix 106-1051

Contractor Martin Kincheloe

Contract number 4185

Date of contract April 2, 1954

Date of completion August 15, 1954

Date work started April 21, 1954

Estimated date of completion July 27, 1954

~~Amount of contract~~ Proj. Auth. Excl. Of Engr. $ 16,545.91

Per cent of time elapsed job completed %

Estimated cost of completed project, exclusive of engineering $ 16,205.03

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1900., 150 %

Date project was completed July 27, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The State oiling crew completed the oiling this Thursday. Two lifts of 3/4"-1/2" crushed rock was placed and sealed with two lifts of 1/2-1/4 crushed rock.

All work has been completed on this section and it has been turned over to the Maintenance Engineer.

The semi-final was sent through to the Division Office Saturday Ju[illegible] 14, 1954.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.62 | 0.62 | | | |
| Miles partially completed | 0.62 | 0.62 | | | |
| Miles completed | 0.62 | 0.62 | | | |
| Total estimated quantities | 12,305.4 | 4,410.5 | | | |
| Estimated quantities moved or placed to date | 12,305.4 | 4,410.5 | | | |
| Average daily quantities | 0 | 0 | | | |
| Average daily quantities necessary to complete project on time | project completed | | | | |
| Number shifts per day | 0 | 0 | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ........%; .................... County, ........%; .................... County, ........%; .................... County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING

RECEIVED
MAY 7 1954
FOR FILING

106-1051

4135

May 6, 1954

Mr. Martin Kincheloe
Box 1144
Myrtle Point, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4135, which was awarded to you on April 2, 1954 by the State Highway Commission, for grading and topping on the Warner Station Section of the Powers Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
MAY 7 1954
FOR FILING

106-1051

4135

May 6, 1954

Mr. Martin Kincheloe
Box 1144
Myrtle Point, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4135, which was awarded to you on April 2, 1954 by the State Highway Commission, for grading and topping on the Warner Station Section of the Powers Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 5 1954
FOR FILING

106-1051

4135

April 5, 1954

Mr. Martin Kincheloe
Box 1144
Myrtle Point, Oregon

Dear Mr. Kincheloe:

The State Highway Commission on April 2, 1954 awarded to you State Highway Contract No. 4135 for grading and topping on the Warner Station Section of the Powers Highway in Coos County. This award was based on your bid of $13,333.40, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
SIAC R. G. Savage

# STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 4061 Ends with: Contract # 4135

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ______ Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

## CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 9th day of December 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell